for renewals and repairs, which are worth $88,067 76.

This property and material, amounting in value to $95,259 26, is paid for, but is not included in the assets before mentioned.

The company have 29 engines; 29 passenger, 9 baggage, 621 merchandise and 31 gravel cars.

TRIAL BALANCE SHEET, NOV. 30.

	1865.	1866.
Construction	$3,540,000 00	$3,540,000 00
Cash and cash funds.	93,359 96	83,730 66
Notes receivable	226,933 16	352,933 16
Fuel	40,039 00	28,817 50
Stock of materials	32,581 60	32,470 26
Real estate	7,071 50	7,191 50
United States mails	1,784 95	1,666 67
Receipts from freight	9,191 22	11,207 46
	$3,950,961 39	$2,053,017 21
Capital stock	$3,540,000 00	$3,540,000 00
Profit and loss	404,454 44	490,859 78
Renewal fund	.....	14,534 19
Unclaimed dividends.	4,488 00	5,244 00
Receipts from passengers	2,018 95	2,379 24
	$3,950,961 39	$4,053,017 21

President.—WILLIAM B. STEARNS.

Directors.—Wm. B. Stearns, Alvah Crocker, W. E. Faulkner, P. B. Brigham and W. A. Brigham.

Treasurer.—W. D. BENSON.

Gen'l Superintendent.—C. L. HAYWOOD.

Boston and Providence Railroad.

The earnings and expenses of this road for the fiscal years ending November 30, 1865 and 1866, have been as follows:

Earnings:	1865.	1866.
From passengers	$624,136 86	$651,756 12
" freight	547,755 61	490,334 67
" rents	12,256 55	11,421 96
" expresses	13,672 20	13,933 07
" mails	9,575 00	9,575 00
" interest received	7,107 86	6,763 22
" dividends on st'k	6,600 00	7,000 00
	$1,221,104 08	$1,190,784 04
Expenses:		
Coal, wood and water	$101,824 13	$92,625 54
Repairs of railroad	61,486 64	69,253 98
New sleepers	12,000 00	14,000 00
" iron	32,000 00	38,713 19
Repairs of locomotives.	68,493 55	84,624 34
" passenger cars.	43,186 10	33,026 06
" freight cars	47,434 33	40,000 00
" stations, etc.	82,609 22	60,000 00
" bridges	10,000 00	12,000 00
" fences	5,000 00	5,000 00
Snow account	1,000 00	1,000 00
Gratuities and damages	5,000 00	5,000 00
Passenger expenses	72,006 28	13,490 25
Freight expenses	125,070 25	110,989 64
Miscellaneous	26,267 09	18,859 53
Switch and gatemen	18,122 27	19,459 01
Taxes and insurance	25,531 02	25,797 10
Waste for cleaning cars, etc	2,957 11	2,398 81
Oil for engines, cars, etc.	8,793 59	8,973 84
Labor carrying mails	1,183 75	1,693 81
Total operating exp	$749,965 83	$716,405 10
U. S. Government and State Tax	102,595 81	88,548 64
Interest paid on bonds.	2,209 60	1,186 25
	$854,770 74	$806,139 99
Net earnings	$366,333 34	$384,644 05
Dividends	331,000 00	336,000 00
Surplus	$35,333 34	$48,644 05
Miles run by engines	450,096	441,786
Cost of fuel per mile	22.62 cts.	20.45 cts.

In the operating expenses, as given above, is included the sum of $26,922 86 carried to renewal fund, for renewals. The report says:

We have laid, during the year, about 270 tons, or three miles of steel rails, and have made arrangements for putting down about 800 tons next year. The evidence derived from the experience of other roads, in this country and in Europe, in reference to the durability of this description of rails is very full and satisfactory, and our own experience in regard to a few laid in 1865 goes very strongly to confirm it.

The indebtedness of the corporation is $15,000 upon bonds payable in 1868.

During the year there have been carried in the cars 2,003,447 passengers, of whom no one has been injured while in the cars, and no person in in the employment of the corporation has met with any serious accident.

BALANCE SHEET, NOV. 30

	1865.	1866.
Capital stock	$3,160,000 00	$3,360,000 00
Bonds payable 1868.	21,500 00	15,000 00
Dividends unclaimed.	3,160 00	3,896 00
" Jan. 1	168,000 00	168,000 00
Cash balance due from the corporation	60,535 60	41,974 27
Funds for renewals, etc	112,334 41	139,247 27
Income—balance as the surplus earning	493,407 33	542.051 38
	$4,218,927 34	$4,270,168 92
Construction	$3,152,600 00	$3,152,600 00
Equipment.	207,400 00	207,400 00
Notes receivable	163,955 03	40,955 03
Cash	9,124 13	139,886 02
Cash for dividends	.....	3,896 00
Cash balance due the corporation	63,911 32	44,133 22
Boston and Providence Railroad	30,000 00	30,000 00
Stanton Branch R. R.	40,000 00	40,000 00
Land that may be sold	43,543 15	52,618 15
Balance due the corporation	.....	60,109 71
Materials on hand	175,530 42	166,668 49
Real estate	104,000 00	103,039 01
Cost of land and filing in	228,863 29	228,863 29
	$4,218,927 34	$4,270,168 92

The company have 30 locomotives; 41 passenger and 12 baggage cars, 205 house, 37 platform, 48 coal and 65 gravel cars.

The number of passengers carried during the year 1866, was 2,003,447.

President.—CHARLES H. WARREN.

Directors.—C. H. Warren, George W. Hallett, Samuel T. Dana, T. P. J. Goddard J. H. Clifford, J. Huntington Wolcott, and C. C. Chadwick.

Superintendent.—DANIEL NASON.

Southern Wisconsin Railroad.

It is known to our citizens, and to the State generally, that a concerted effort is now about being made to extend the Southern Wisconsin Railroad from Monroe, its present terminus in Green County, to a point on the Mississippi opposite the city of Dubuque, Iowa. The distance, we believe, is about 66 miles, and if finished, it would fill up one of the most important gaps in the railway system of the United States. It would not only insure Milwaukee a direct communication with Central Iowa, but through the Dubuque and Pacific Railroad, which will in a few years be carried west as far as Omaha, would secure to us a direct route to San Francisco. The great object of building this road will be, that while we are laying a mile in Wisconsin a mile of road is also being laid in Iowa, and thus when we complete our link, will we secure a double advantage.

The citizens of Dubuque have always felt and expressed a deep interest in a direct connection with Milwaukee. They have but one railway to the East, and that passes through Chicago. Its merchants and forwarders say that if this line is completed, they can easily send to Milwaukee one million bushels of wheat annually, and other products of the soil. The reputation of Milwaukee Club wheat is so high and so universally acknowledged, that the people of Central Iowa feel a natural desire to send their good wheat to Milwaukee, where they can obtain the highest price for the same. The extension would so improve the revenues and the value of the Milwaukee and Prairie du Chien Railway that that company could wisely afford to render assistance, and fortunately the financial condition is such that it can do a great deal towards the completion of this long delayed line of railway. But of course, the people along the route must do their share. The time has passed when Eastern capitalists will trust their money in a Western Railway, unless the inhabitants along the route, evince their faith in the necessity of its construction by subscribing to its stock.

We believe that the city of Dubuque has offered to loan its credit to the amount of $200,000, to aid in the completion of this route of transportation from Milwaukee to the Mississippi.

It now looks as if railway labor during the ensuing season could be obtained at reasonable prices. There is an immense immigration of Germans and Irishmen pouring into our country. They must have something to do. In the Eastern cities and States all branches of trade are so fully supplied with labor, that there is not a prospect of more being needed during the current year. The foreign immigration will, therefore, seek the West, and it will be constrained to labor on railways or anything that offers at prices much more moderate than during the past four years. It now appears as if we could afford to build railways, and obtain them at such an outlay as will be likely to yield some interest upon the capital invested.—*Milwaukee Wisconsin.*

☞ Ground was broken at Bangor, in the "State of Maine" on New Year's day, for the European and North American Railway, which is "to connect that city, and all the American railroad system, with Halifax." The first fifty-six miles east of Bangor are to be proceeded with as soon as the weather is fine enough.

Commerce of Cincinnati.

We give below, from the "Annual Report o the Cincinnati Chamber of Commerce and Merchants' Exchange," a comparative statement of the values of the leading imports and exports for the commercial years ending August 31, 1865 and 1866, prepared by Wm. Smith, Esq., Superintendent of the Exchange. The totals for the past twelve years have been as follows:

	Imports.	Exports.
1854–'55	$67,501,341	$38,777,394
1855–'56	75,295,901	50,809,146
1856–'57	77,950,146	55,642,171
1857–'58	83,644,747	52,906,506
1858–'59	94,213,247	66,007,707
1859–'60	103,347,216	77,037,188
1860–'61	90,198,136	67,023,126
1861–'62	103,292,893	76,449,862
1862–'63	144,189,213	102,397,171
1863–'64	389,790,537	239,079,825
1864–'65	307,552,397	193,790,311
1865–'66	362,032,766	201,850,055

In the Report the number and description of packages are given, together with the average price of each, but our space will not permit us to enter more fully into the subject.

The annexed statement shows the value of the principal imports into Cincinnati, for the years ending August 31, 1865 and 1866:

	1865–'66.	1864–'65.
Apples, green	$684,848	$60,652
Ale, beer and porter	80,280	98,397
Buffalo robes	2,968	4,050
Beef	7,245	198,340
Bagging	29,469	9,504
Barley	1,114,791	700,098
Beans	68,012	184,618
Butter	2,281,260	1,418,697
Blooms	33,830	60,500
Boots and shoes	4,859,195	1,910,000
Bran, middlings, etc	135,761	256,808
Crockery ware, &c	844,060	567,140
Candles	19,929	54,680
Corn and corn meal	866,148	991,504
Cider	28,850	77,180
Cheese	995,871	693,460
Cotton	25,360,170	23,002,720
Coffee	9,496,045	9,819,248
Codfish	129,580	115,665
Cooperage	402,957	191,319
Cattle	6,757,755	4,353,920
Cement and plaster	138,850	97,372
Eggs	344,016	155,134
Flour	6,260,937	5,238,246
Feathers	340,329	278,720
Fish	917,573	729,313
Fruit	155,005	100,310
Grease	411,332	395,010
Glass	297,513	344,211
Glass ware	488,745	393,800
Hemp	4,093,960	1,423,680
Hides	1,229,133	1,249,671
Hardware	8,831,540	5,178,450
Hay	77,584	271,846
Herring	30,828	23,016
Hogs	14,093,700	11,322,168
Hops	94,974	5,240,620
Horses	1,671,750	302,916
Iron and steel	9,954,096	4,795,085
Lead	680,390	3,000,024
Lard	2,165,734	847,377
Leather	1,068,980	8,888
Lemons	37,650	102,228
Lime	130,591	411,000
Liquors	1,433,700	91,610,000
Merchandise & sundries	179,663,580	74,998,296
Molasses	897,615	161,265
Malt	348,479	943,392
Nails	2,117,977	996,730
Oil	1,229,028	14,560
Oranges	42,444	184,824
Oakum	206,326	1,179,026
Oats	572,675	30,160
Oil cake	43,692	32,604
Onions	18,894	688,520
Pork and bacon	3,263,243	4,004,307
Potatoes	743,967	20,556
Pimento, pepper, &c	147,420	1,120,350
Petroleum	2,177,400	.....
Rye	304,641	200,074
Raisins and figs	166,974	197,650
Rope, twine, &c	394,464	256,290
Rice	261,675	411,200
Sugar	9,498,195	5,325,175
Seed	1,262,027	686,574
Salt	426,253	812,356
Shot	312,156	199,462
Starch	338,332	450,159
Sheep	219,663	178,687
Stearine	266,256	144,072
Tea	1,387,750	884,160
Tobacco	15,049,500	16,693,095
Tallow	655,083	592,620
Turpentine	26,920	34,980
Wines	1,499,946	856,619
Wheat	3,400,962	3,051,110
Wool	854,950	662,640
Whisky	17,449,568	6,363,000
Yarn	202,551	129,156
Lumber	2,925,000	1,375,000
Coal	2,880,000	320,000
Shinglers	1,330,000	1,105,000
Cooper's stuff, wood and stone estimated	190,000	170,000
Tar, pitch and rosin	107,825	228,442
Total	$362,032,766	$307,552,397

The value of the principal exports from Cincinnati, for the same period, was as follows:

	1865'–6.	1864'–5.
Apples, green	$234,430	$354,789
Alcohol	2,001,915	386,254
Ale, beer and porter	415,830	461,619
Buffalo robes	1,974	1,080
Beef	348,559	337,017
Bagging	13,091	6,327
Barley	190,771	99,112
Beans	33,082	175,749
Brooms	94,010	152,440
Butter	847,380	678,976
Bran, shorts, &c	23,297	15,158
Boots and shoes	1,250,730	2,294,712
Crockery ware, &c	527,250	508,350
Chairs	1,002,748	500,720
Candles	1,993,072	1,930,581
Corn	458,764	822,607
Corn meal	47,892	36,570
Cheese	743,494	539,643
Cotton	25,090,065	26,245,500
Coffee	6,385,320	7,225,408
Cooperage	246,442	250,169
Cattle	2,817,810	1,601,880
Cement and plaster	54,847	24,588
Eggs	116,982	157,050
Flour	5,144,500	3,533,106
Feathers	308,070	149,220
Fish	514,205	394,192
Fruit	38,598	57,842
Furniture	7,120,360	4,562,800
Grease	134,050	86,100
Glass	53,260	55,620
Glassware	511,512	381,195
Hemp	4,423,025	709,918
Hides	1,050,695	974,194
Hardware	835,200	1,577,160
Hay	27,668	155,069
Hogs	708,030	174,600
Hops	32,775	36,825
Horses	1,827,375	5,286,000
Iron and steel	4,662,435	1,948,283
" pig	524,250	426,600
Lard	5,221,855	3,723,660
Leather	1,463,175	1,260,090
Lime	31,593	10,681
Molasses	756,450	1,405,566
Malt	730,401	462,470
Nails	2,072,320	971,990
Oil	7,965,150	5,301,576
Oats	84,190	922,028
Oil cake	127,890	155,400
Onions	16,860	50,386
Pork and bacon	10,764,819	9,954,533
Potatoes	257,748	427,620
Rye	46,223	16,500
Rope, twine, &c	264,544	175,744
Sugar	5,645,136	7,471,780
Seed flax	27,648	91,951
Seed, grass and clover	541,761	220,765
Soap	394,235	358,860
Salt	449,975	541,115
Starch	338,577	277,660
Sheep	52,708	23,260
Stearine	272,350	292,500
Sundry mdse	47,202,900	55,432,000
" liquors	7,722,550	5,791,390
" manufactures	540,132	405,240
Spices	8,221	17,208
Tobacco	15,535,149	18,171,916
Tallow	71,964	72,335
Vinegar	179,595	120,339
Wines	795,960	980,200
Wheat	1,965,994	1,270,252
Wool	940,200	906,710
Whiskey	15,532,866	10,329,210
White lead	174,330	300,752
Castings	898,813	494,101
Totals	$201,850,055	$193,790,311

☞ The business of the Western Union Telegraph Company for November, 1866, is reported as follows: Receipts, $571,036; expenses and payments to other lines, $322,508; net earnings, $248,527; expended for construction, $27,937.

Report of the California Mines.

The San Francisco *Bulletin* gives its annual summary of the gold and silver mining interests of California and Nevada. The Gould & Curry mines produced $1,600,000 in bullion last year; dividends $252,000. The Savage, since July last, yielded $1,100,000, and their dividends are $360,000. Hall & Norcross, the past year, $1,200,000, and their dividends are $350,000. Yellow Jacket yielded $1,300,000, and their dividends are $390,000. Crown Point, $1,273,000, and their dividends are $234,000. Ophir yielded $450,000, and no dividends. Imperial, for the past eighteen months, $1,525,000, and their dividends are $376,000. The Eureka, in Grass Valley, produced last year $600,000, and earned $420,000. The Eureka, of Amador county, yielded $485,000, with a profit of $310,000. North Star yielded $9,228,000, with a profit of $132,000. Sierra Buttes claim last year $225,000, with a net earning of $138,000. For the last five years this mine has averaged about the same results, and was recently sold for $575,000.

Debt of the City and County of New York.

The following extract from the Message of the Mayor, shows in detail the items which make up the aggregate of the funded and temporary debt of the City and County of New York, as it stood on the 31st of December, 1866:

CITY FUNDED DEBT.

Water stocks—Issued on account of introducing the croton water into the city and distributing the same	$10,782,800 00
Central Park stocks—Issued on account of Central Park and the improvement of the same	9,923,571 00
Fire indemnity stock—Issued for payment of damages for blowing up buildings, December, 1865	402,768 00
Building loan stocks—Issued on account of building work-house on Blackwell's Island	190,000 00
Real estate bonds—Issued in settlement with State lessees of West Washington Market, for payment to the State for sundry lands filled in beyond the boundary line of the Montgomery Charter, and for purchase of Fort Gansevoort property	1,133,437 50
Stock for docks and slips—Issued for rebuilding and repairing public docks and slips	500,000 00
Floating debt fund stock—Issued for liquidation and funding floating debt in 1859	2,748,000 00
Public education stock—Issued for payment of debt of public school society	15,000 00
Stock for rebuilding Tompkins Market—Issued as its title indicates, for rebuilding Tompkins Market	51,000 00
Volunteer soldiers' family aid fund bonds—Issued to provide for the families of soldiers in the United States Army	3,766,500 00
Volunteer soldiers' family aid fund redemption bonds—Issued to extend the time of payment of volunteer soldiers' family aid fund bonds, No. 3	500,000 00
Volunteer soldiers' bounty fund redemption bonds—Issued for the redemption of a like amount of bonds for payment of bounties to volunteer soldiers	490,000 00
Total funded debt of city	$30,642,076 50

COUNTY FUNDED DEBT.

Harlem bridge bonds—Issued for erecting a bridge across Harlem River at McComb's Dam	$20,000 00
Coumty Court House stock—Issued as its title indicates, for the erection of the new Court House in Chambers street	1,800,000 00
Soldiers' substitute bounty redemption bonds	2,000,000 00
Soldiers' substitute and relief redemption bonds	946,700 00
Soldiers' bounty fund bonds	4,000,000 00
Soldiers' bounty fund bonds, No. 2.	376,600 00
Soldiers' bounty fund bonds, No. 3.	745,800 00
Riot damages redemption bonds	1,000,000 00
Riot damages indemnity bonds	620,000 00
Total funded debt of County	$11,509,100 00

RECAPITULATION.

City—Amount payable from sinking fund	$22,423,576 50	
Amount payable from taxation	8,209,500 00	
		30,633,076 50
County—Amount payable from taxation		11,509,100 00
Total		$42,142,176 50
The Commissioners of the sinking fund hold on account of the above debt the sum of		11,240,298 11
Net amount December 31, 1866		$30,901,878 39

Of the foregoing debt it will be perceived that $10,782,800 is for Croton Water Works, $9,923,571 for Central Park, and $14,445,600 for expenses growing out of and connected with the war.

TEMPORARY CITY DEBT.

Revenue bonds of 1866—Issued in anticipation of collection of taxes of 1866	$683,800 00
Street improvement fund bonds—Issued to contractors for improving the streets, in anticipation of the collection of assessments therefor	1,642,600 00
Assessment fund bond—Issued to pay for opening, widening, &c., of streets, in anticipation of the collection of assessments therefor	400,000 00
	$2,726,400 00

TEMPORARY COUNTY DEBT.

Revenue bonds of 1866—Issued in anticipation of collection of taxes of 1866	307,200 00
Total temporary debt	$3,033,600 00

For the payment of this temporary debt, the city holds assets in the shape of assessment liens, unpaid taxes, &c., &c.

The net amount of funded debt is $855,996 less than it was at the close of 1865, and the city and county temporary debt is $1,659,700 less than it was at that date.

The whole debt is well secured, for it is a lien upon the whole property of the city, both public and private. The sinking fund (provided for the payment of the principal and interest of a large portion of it) is in a sound condition. The revenues for payment of the interest on that portion of it payable from this fund are greatly in excess of what is required for that purpose, and the accumulations for payment of the principal will be ample to pay it long before its maturity.

The tax levy for 1866, was $16,950,767 88, being $1,253,181 08 less than that of 1865. The rate of taxation in 1865, was $3.99 on every hundred dollars. In 1866 it was only $2.30. This rate for 1866 was based upon an assessed valuation of real estate of $478,994,934, and of personal estate $257,994,974, making a total of $737,989,908. The following statement will show the purposes for which the amount was raised:

For the use of the State		$2,902,849 37
For the police, Board of Health, various asylums, and support of the County Government		5,271,405 50
For Board of Education, public charities and correction, &c., &c., and support of the City Governm't		8,457,257 39
Required for payment of appropriations		$16,631,512 26
In addition the Board of Supervisors are authorized to levy three per cent. on the amount of tax required (Laws of 1863, chap. 293, sec. 6,) to cover losses arising from erroneous assessments, insolvencies, &c. The amount levied for this purpose in '66 was		319,255 62
		$16,950,767 88

The following is an analysis of the tax for State purposes:

Common schools for State, ¾ of a mill	$466,946 28
General purposes, 2½ mills	1,556,487 60
Canals, 1⅛ mills	700,419 42
Extension of Chenango Canal, 3-16 of a mill	116,736 57
Champlain Canal, 1-10 of a mill	62,259 50
Total	$2,902,849 37

The following is an analysis of the tax for County purposes:

For support of the Metropolitan Police in this County	$2,166,684 70
Construction of Harlem Bridge	186,876 00
Commissioners of record	100,000 00
Metropolitan Board of Health	225,000 00
College of the City of New York	85,000 00
Interest on the County war and riot debt	591,159 88
Interest on the County debt	279,400 00
General County expenses	1,757,780 00
	$5,391,900 58
Deduct revenues of the County not otherwise specifically appropriated	120,495 08
Total	$5,271,405 50

The following is an analysis of the tax for City purposes:

Board of Commissioners of Central Park	$327,779 93
Interest on the Central Park debt	526,421 24
Metropolitan Fire Department	870,000 00
Metropolitan Police, in addition to amount on County account	104,300 00
Public charities and corrections	1,067,889 08
Public instruction	2,212,047 50
Laying out the City north of 125th st.	12,000 00
Sundry additions by the Legislature	181,465 69
Interest on the war debt	263,134 02
Interest on the City debt	463,975 00
Redemption of City debt	277,382 21
General expenses	3,908,582 68
	$10,214,995 35
Deduct revenues of the City not otherwise appropriated	1,757,719 96
Total	$8,457,275 39

A glance at the foregoing figures will show that of the whole tax levy of $16,950,767 88, about $3,000,000 was for the State, and about $8,000,000 for various commissions created by the Legislature, and for express Legislative appropriations, and interest on the Central Park debt; and that over $850,000 was for interest on debt growing out of the war. The balance of a little over $5,000,000, added to revenues not raised by taxation, was for City and County expenses, including interest on City and County debt.

Great Western Railway of Canada—Completion of the Third Rail.

The completion of the third rail on the Great Western Railway of Canada was duly celebrated at Hamilton on the 9th inst. By means of this third rail the Great Western is brought into a uniform gauge with the Michigan Central and the New York Central Railroads. The narrow gauge cars of these roads can now pass and repass over the entire length of the Great Western, between Suspension Bridge and Detroit. Cars can be loaded at New York or Boston, and sent through, without break, to Detroit, Chicago, Cairo, Quincy, Burlington and St. Louis. By a joint arrangement between the eastern and western roads, freight cars commenced running through on the first day of this year, to the points above named. About $1,250,000 have been expended by the Great Western Railway Company in completing this uniformity of gauge, and in the construction of the ferry boat by means of which the cars are transported between Windsor and Detroit. Eighteen cars are taken at a load, and a train of 108 cars was carried over the river a few days since in two hours. About 400 cars of the "Blue Line," as it is called, were loaded and started at Detroit in the first four days after its opening. About 800 of these cars are now either built, or are in process of construction, and it is proposed to have about 5,000 of them, thus furnishing shippers of through freight with every possible convenience. The principal inconvenience apprehended was the customs regulation, which required passengers and baggage to be searched in crossing the lines. This, we are happy to state has been modified by the Secretary of the Treasury, in order that the trains may pass through Canada without the delay and annoyance of customs examination on the borders. Hereafter baggage and freight cars will be locked with a custom lock on the American side of the Detroit or Niaraga rivers, and not unlocked while on Canadian soil. Through passengers will remain in cars into which no Canadian will be allowed to enter. These cars and their contents will be permitted to enter the United States without inspection. The officer of customs will accompany each through train.

Southwest Pacific Railroad.

Work on the Southwest Pacific Railroad, which has now become a link in the Atlantic and Pacific road, is vigorously pushed forward, and will in a few days be completed to the Gasconade River, one hundred and twenty-five miles from St. Louis. A bridge eight hundred feet long is in course of erection across the stream, and fifteen hundred men are grading on the west side of the river.

☞ The contract for grading, bridging, and tieing the Burlington and Missouri River Railroad, from Chariton to Afton, Iowa, a distance of sixty miles, has been awarded to J. Z. S. Wolfe & Co., the parties who are now engaged upon the extension from Ottumwa to Chariton.

☞ S. E. Maxwell has been elected President of the Pensacola and Montgomery Railroad,

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
Copper:				
Acton ... Ca.	5	----	200,000	----
Acton Vale ... Ca.	5	----	50,000	----
Adventure ... L. S.	25	3	20,000	----
Etna ... "	25	11	20,000	3
Albany and Boston ... "	50	25½	20,000	7
Algomah ... "	25	3	20,000	1
Allouez ... "	25	1⅛	20,000	5½
American ... "	25	1	20,000	----
Amygdaloid ... "	25	17	20,000	----
Anita ... Cal.	----	----	20,000	----
Annapolis ... Md.	10	----	50,000	----
Arcadia ... L. S.	25	----	20,000	----
Arizona ... Ariz. T.	100	----	100,000	----
Arnold ... L. S.	25	----	20,000	----
Ascot ... Ca.	20	----	20,000	----
Astor ... L. S.	25	1½	20,000	----
Atlas ... "	25	2	20,000	3½
Aztec ... "	25	4½	20,000	4
Balt. and N. C. ... N. C.	5	----	20,000	----
Bay State ... L. S.	25	13¾	20,000	9
Beaver ... "	25	2	20,000	----
Bedford ... Ca.	5	----	125,000	40c
Black River ... "	2½	----	200,000	----
Bohemian ... L. S.	25	17½	20,000	----
Bolton ... Ca.	5	----	200,000	1
Boston ... L. S.	25	2½	20,000	50c
Brooklyn ... L. S.	25	2½	20,000	----
Brome ... Ca.	5	----	100,000	----
Cabot ... L. S.	25	½	20,000	----
Caledonia ... "	25	5	20,000	----
Cambridge ... "	25	5	20,000	----
Canada ... Vt.	4	1	100,000	60c
Carp Lake ... L. S.	25	----	20,000	----
Cascade ... "	25	----	20,000	----
Central ... "	25	5	20,000	60
Champlain ... Ca.	1½	----	200,000	----
Chatham ... "	2	----	200,000	----
Cheticamp ... "	5	----	30,000	----
Chippewa ... L. S.	25	----	20,000	----
Clifton ... "	25	----	20,000	----
Collin ... "	25	½	20,000	----
Concord ... "	25	4	20,000	3
Consolidated ... "	25	5	20,000	----
Copper Creek ... Mo.	100	----	10,000	----
Copper Creek ... Wis.	25	----	20,000	----
Copper Falls ... L. S.	25	24½	20,000	46
Copper Harbor ...	25	1	20,000	----
Copper Hill ... Wis.	1	----	200,000	----
Corinth ... Vt.	25	----	20,000	----
Cornwall ... Vt.	2	----	100,000	----
Dacotah ... L. S.	25	2½	20,000	----
Dana ... "	25	3½	20,000	1⅛
Deep River ... N. C.	5	----	10,000	----
Delaware ... L. S.	25	20½	20,000	----
Derby ... "	25	----	20,000	----
Devon ... "	25	1	20,000	----
Dorchester ... "	25	1½	20,000	----
Douglas ... "	25	----	20,000	----
Dover ... Ca.	2	1	200,000	----
Dudley ... L. S.	25	1½	20,000	----
Dunham ... Ca.	2	----	200,000	----
Durham ... "	5	----	200,000	----
Eagle River ... L. S.	25	3½	20,000	2½
Edwards ... "	25	1½	20,000	----
Ely ... Ca.	5	----	100,000	----
Empire ... L. S.	25	10	20,000	----
Eureka ... "	25	----	20,000	----
Everett ... "	25	1	20,000	----
Evergreen Bluff ... "	25	5½	20,000	16
Flint Steel River ... "	25	9½	20,000	----
Forest City ... "	25	3	20,000	----
Forest Shepherd ... "	25	6	20,000	----
Franconia ... N. H.	5	----	60,000	----
Franklin ... L. S.	25	8½	20,000	36
French Creek ... Pa.	5	----	100,000	50c
Gardner City ... L. S.	25	----	20,000	----
Girard ... "	25	5	20,000	----
Glencoe ... Ca.	1	----	200,000	----
Grand Portage ... L. S.	25	2	20,000	----
Grand Trunk ... Ca.	5	----	100,000	----
Great Western ... L. S.	25	2	20,000	----
Green Mountain ... Vt.	10	----	20,000	8½
Guilford ... L. S.	25	5	20,000	----
Hamilton ... "	25	2	20,000	----
Hancock ... "	25	17½	20,000	11
Hanover ... "	25	1½	20,000	1½
Hartford ... "	25	12½	20,000	----
Hazzard ... "	25	----	20,000	----
Henwood ... "	25	----	20,000	----
Highland ... "	25	1	20,000	----
Horton ... "	25	2½	20,000	1
Hope ... "	25	1½	20,000	----
Hudson ... "	25	----	20,000	----
Hulbert ... "	25	½	20,000	----
Humboldt ... "	25	5	20,000	1½
Hungarian ... "	25	1	20,000	2½
Huron ... "	25	19	20,000	21½
Indiana ... "	25	10	20,000	4
Inverness ... Ca.	2½	----	200,000	----
Isle Royal ... L. S.	50	33	20,000	9½
Jefferson ... "	25	----	20,000	----
Keweenaw ... "	25	5	20,000	----
Kickapoo ... "	25	1	20,000	----
King Phillip ... "	25	3	20,000	----

COPPER STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
Copper:				
Knowlton ... L. S.	25	8	20,000	5½
Lafayette ... Ca.	25	----	20,000	----
Lake ... "	25	2	20,000	----
Lawrence ... L. S.	25	----	20,000	----
Lennoxville ... Ca.	5	----	100,000	----
Logan ... "	3	----	100,000	----
Lower California ... Mo.	50	----	40,000	----
Lyster ... Ca.	2	----	200,000	----
Madison ... L. S.	25	6	20,000	2
Malden ... "	25	2	20,000	----
Mandan ... "	25	4½	20,000	----
Manhattan ... "	25	5½	20,000	2¾
Marquette ... "	25	3½	20,000	----
Maryland ... Md.	5	----	------	10c
Mass ... L. S.	25	4¾	20,000	----
Massachusetts ... "	25	----	20,000	----
Medora ... "	25	1⅞	20,000	----
Mendota ... "	25	1½	100,000	4½
Merrimac ... "	25	6½	20,000	----
Merryweather ... "	25	----	20,000	----
Mesnard ... "	25	8	20,000	1½
Meteor ... "	25	----	20,000	----
Michigan ... "	25	----	20,000	----
Middlesex ... "	25	----	20,000	----
Milton ... "	25	1½	20,000	----
Minnesota ... L. S.	25	18½	20,000	11¾
Missisquoi ... Ca.	2	----	150,000	----
Morrison ... L. S.	25	----	20,000	----
Nashua ... "	25	----	20,000	----
National ... "	25	5½	20,000	17
Native ... "	25	2	20,000	1¾
Naumkeag ... "	25	1	20,000	----
Nebraska ... "	25	----	20,000	----
Nequaket ... "	25	2	20,000	----
New England ... L. S.	25	2	20,000	----
New Jersey cons. ... N. J.	10	----	100,000	----
Newton ... Ca.	1	----	200,000	----
New York ... L. S.	25	1	20,000	----
N. Y. & Passaic ... N. J.	5	----	100,000	----
North Cliff ... L. S.	25	4	20,000	1½
North State ... "	25	3½	20,000	----
North Western ... "	25	11¾	20,000	3
Norwich ... "	25	11	20,000	----
Ogima ... "	25	7	20,000	8
Otisville ... N. Y.	5	----	100,000	----
Ontonagon ... L. S.	25	----	20,000	----
Ottawa ... Ca.	1	----	200,000	----
Pacific ... L. S.	25	----	20,000	----
Pennsylvania ... "	50	50	20,000	----
Petherick ... "	25	5½	20,000	2
Pewabic ... "	25	3¾	20,000	24
Phila. & Boston ... "	25	15	20,000	----
Phœnix ... "	25	15	20,000	6
Pittsburg & Boston ... "	25	5½	20,000	44
Pontiac ... "	25	10⅞	20,000	1⅛
Prescott ... Ariz. T.	100	----	100,000	----
Providence ... L. S.	25	----	20,000	----
Quincy ... "	10	10	20,000	34
Reliance ... "	25	----	20,000	----
Republic ... "	25	----	8,000	----
Resolute ... "	25	6½	20,000	----
Ridge ... "	25	8	20,000	----
Rochester ... "	2½	----	200,000	----
Rockland ... "	25	12	20,000	8
Roscoe ... Ca.	1	----	200,000	----
St. Clair ... L. S.	25	3	20,000	4
St. Flavien ... Ca.	5	----	100,000	----
St. Louis ... L. S.	25	1	20,000	8
St. Margaret ... Ca.	5	----	200,000	----
St. Mary's (L. & M.) L. S.	25	5½	20,000	1
Salem ... "	25	½	20,000	----
Seneca ... "	25	1	20,000	5
Sharon Consol ... "	25	½	20,000	----
Sheldon & Col. ... "	25	21	20,000	----
Silver Creek ... "	25	1	20,000	----
Silver Hill ... "	25	½	20,000	----
Silver Lake ... "	25	----	20,000	----
Silver Valley ... "	25	----	20,000	----
Societes Francaise. "	----	----	10,000	----
South Bedford ... Ca.	2	----	200,000	----
South Pewabic ... L. S.	25	1	20,000	----
South Side ... L. S.	25	2	20,000	1½
Star ... L. S.	25	11¾	20,000	1½
Stark ... Vt.	2	----	100,000	----
Suffolk ... L. S.	25	----	20,000	----
Superior ... L. S.	25	8	20,000	3½
Sussex ... "	25	----	20,000	----
Sutton ... Ca.	5	----	100,000	2¾
Toltec ... L. S.	25	21	20,000	1½
Tremont ... "	25	1½	20,000	1
Union (L. & M.) ... "	25	8	20,000	----
Ural ... Wis.	25	----	20,000	----
Vermont ... Vt.	5	----	100,000	----
Victoria ... L. S.	25	1½	20,000	----
Vulcan ... "	25	6	20,000	----
Washington ... "	25	1	20,000	3
Waterloo ... Ca.	5	4	100,000	----
Waukesta ... L. S.	25	----	20,000	----
Wauba Yuma ... Ariz.	100	----	60,000	----
West Minnesota ... L. S.	25	2½	20,000	----
Wickopee ... "	5	----	100,000	----
Winona ... "	25	3	20,000	----
Winthrop ... "	25	4½	20,000	1½
Wyandotte ... "	25	----	20,000	----

IRON, COAL, ETC., STOCKS

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
Iron:				
Broad Top ... Pa	50	----	------	----
Copake ... N. Y.	50	50	50,000	----
Foster ... "	----	----	------	----
French Creek ... Pa.	5	----	100,000	----
Garrison's ... N. Y.	5	5	100,000	----
George's Creek ... Md.	100	100	10,000	104
Harewood ... "	5	5	20,000	----
Lake Superior ... L. S.	25	25	20,000	----
Mount Pleasant ... Pa.	50	50	10,000	----
Teal Lake ... L. S.	25	----	20,000	----
Tyson ... Vt.	10	----	20,000	----
Lead and Zinc.				
Amenia ... N. Y	5	----	100,000	----
Bucks County ... Pa.	5	----	40,000	----
Canada ... Ca.	5	----	50,000	----
Champion ... N. Y.	----	----	------	----
Clute ... "	5	5	110,000	----
Continental ... "	2½	2½	200,000	----
Eastport ... Me.	10	----	100,000	----
Erie ... N. Y.	10	----	40,000	----
Gay's River ... "	2	----	100,000	----
Hampton ... Mass.	5	----	100,000	----
Jefferson ... N. Y	----	----	------	----
Kings Hill ... "	5	----	10,000	----
Lake Superior ... Mich.	5	----	200,000	----
Lancaster ... Pa.	5	----	50,000	----
Lehigh ... Pa.	----	----	------	47½
Macomb ... N. Y.	5	----	110,000	----
Maine ... Me.	10	----	50,000	----
Mineral Point ... N. Y.	5	----	100,000	----
Morgan ... "	5	----	100,000	----
Mount Hope ... N. Y.	2½	----	80 000	----
New Hampshire ... N. H.	5	----	100,000	----
New Jersey ... N. J.	100	----	12,000	----
N. Y. & Boston ... N. Y.	10	----	100,000	----
Oswegatchie ... Ca.	5	----	100,000	25c
Phœnix ... N. Y.	5	----	50,000	----
Placentia Bay ... N. F.	5	----	200,000	----
Ramsay ... Ca.	25	----	20,000	----
Rochester ... "	2½	----	200,000	----
Rossie ... N. Y.	5	----	100,000	----
Shawangunk ... N. Y.	5	----	100,000	----
Sussex ... N. J.	5	----	125 000	----
Union ... Pa.	5	----	100,000	----
Wallkill ... N. Y.	----	----	------	1.15
Warren ... N. H.	----	----	------	----
White Mountain. "	----	----	------	----
Coal & Anthracite:				
American ... Pa.	25	----	60,000	63
Appleton ... "	----	----	------	----
Ashburton ... Pa.	50	50	50,000	10½
Atlantic & G. C. ... Md.	----	----	------	65c
Baltimore ... "	100	100	------	----
Bear Valley ... "	12½	----	40,000	----
Beaver Meadow ... Pa.	50	50	100,000	----
Belmont ... "	50	50	10,000	2½
Big Mountain ... Pa.	----	----	------	4½
Boston & Pictou. N. S.	5	----	100,000	7
Bridgeport ... Pa.	10	10	30,000	----
Broad Mountain ... "	10	10	30,000	----
British American. N. S.	----	----	------	----
Cape Briton ... N. S.	2½	2½	200,000	1½
Cameron ... Pa.	50	----	50,000	10
Central ... "	100	100	20,000	50
Coal Brook ... "	50	50	20,000	----
Columbian ... "	----	----	------	----
Consolidation ... Md.	----	----	------	35
Continental ... Va.	50	----	10,000	----
Cumberland ... Md.	100	100	50,000	91
East Mahanoy ... Pa.	----	----	------	----
Everhart ... "	25	----	20,000	----
Franklin ... "	100	----	5,000	30c
Fulton ... "	5	5	60,000	5½
Gilberton ... "	50	50	5,000	20
Hamp. & Balt. ... Md.	10	10	50,000	----
Hazleton ... Pa.	50	50	32,300	58½
International ... N. S.	50	50	20,000	----
Lackawanna ... Pa.	50	50	------	7½
Lawrence ... "	100	100	2,000	----
Locust Dale ... "	50	----	------	----
Lehigh & Susq ... "	50	50	------	4½
Lorberry ... "	100	100	4,000	----
Mahanoy ... "	20	----	10,000	2
Mammoth Vein ...	----	----	------	1½
Maryland Anth ... Md.	20	20	25,000	8
Metropolitan ... "	100	100	------	----
Mt. Pleasant ... Pa.	----	----	------	18
Narragansett ... R. I.	10	10	8,000	----
N. Y. & M. C. Fl'ds. Pa.	----	----	------	4½
North Carbondale ... "	----	----	------	----
Pennsylvania ... "	50	50	64,000	145
Potomac ... Md.	10	----	40,000	----
Schuylkill ... Pa.	10	10	20,000	8
Short Mountain ... "	50	50	16,000	14
Shamokin ... "	----	----	------	4
Somerset I. & C. ... "	----	----	------	----
Spring Mountain ... "	50	----	------	70
Spruce Hill ... "	10	----	100,000	4
St. Nicholas ... Pa.	----	----	------	1½
Shawmut ... "	20	----	40,000	----
West Virginia ... W. Va.	----	----	------	----
Wilkesbarre ... Pa.	100	100	21,750	57
Wolf Creek ... "	----	----	------	----
Wyoming Valley ... "	50	----	25,000	32½

GOLD, SILVER, ETC., STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
Gold:				
Acadia ... N. S.	3	----	100,000	----
Ada Elmore ... Idaho.	10	----	100,000	----
Albion ... "	3	----	100,000	----
Altona ... Col.	5	----	100,000	----
American ... Col.	100	----	50,000	----
American Flag ... Col.	10	----	60,000	1.90
Ascot ... Can.	100	----	50,000	----
Atl. & Pac ... Nev.	50	----	100,000	5.10
Baltic ... Col.	----	----	------	----
Bates & Baxter ... "	----	----	------	2.00
Benton ... "	5	----	100,000	1.15
Black Hawk ... "	100	----	50,000	----
Bob Tail ... "	10	----	100,000	----
Briggs ... Col.	100	----	10,000	----
Burroughs ... "	10	----	100,000	----
Bullion ... Mtns.	5	----	200,000	----
Bullion Consol ... Col.	1	----	300,000	----
Chebucto ... N. S.	5	----	100,000	----
Central ... Col.	5	----	200,000	----
Central Gold ... "	5	----	20,000	----
Chaudiere ... Can.	5	----	100,000	----
Cobden ... Idaho.	10	----	100,000	----
Columbia ... Nev.	100	----	300,000	----
Consol Gregory ... Col.	100	----	50,000	12.6
Copalinsche ... "	50	----	250,000	----
Corydon ... "	25	----	100,000	6.00
Continental ... "	100	----	20,000	----
Denver ... "	20	----	50,000	----
Downieville ... "	1	----	300,000	0.11
Eagle ... "	10	----	100,000	----
East Bannock ... Mtns.	2	----	100,000	----
El Dorado ... Col.	5	----	500,000	----
Empire ... "	20	----	250,000	----
Excelsior ... "	10	----	30,000	3.00
Garrison's ... "	50	----	100,000	----
Gem ... "	50	----	25,000	----
Golconda ... "	20	----	250,000	----
Gold Mountain ... Col.	10	----	600,000	----
Gold Mining ... "	100	----	50,000	----
Gunnell ... "	10	----	300,000	1.40
Gunnell Central ... "	50	----	20,000	----
Gregory ... "	50	----	20,000	----
Great Western ... "	10	----	60,000	----
Hope ... "	25	----	80,000	0.80
Holman ... "	2	----	150,000	0.25
Idaho ... Nebra.	----	----	100,000	----
Isaac's Harbor ... N. S.	5	----	100,000	----
Kansas-Colorado ... Col.	10	----	100,000	----
Kip & Buel ... "	2	----	100,000	0.75
La Crosse ... "	10	----	100,000	1.00
Liebig ... "	5	----	200,000	----
Lake Major ... N. S.	50	----	12,000	----
Mariposa ... Cal.	100	100	50,976	12½
Do. preferred ... "	100	100	57,744	31
Mammoth ... Col.	10	----	100,000	----
Manhattan ... "	10	----	100,000	----
Massachusetts ... "	5	----	250,000	----
Mount Vernon ... Nev.	10	----	300,000	----
Montana ... Col.	4	----	100,000	0.95
National ... "	10	----	300,000	----
New York City ... Nev.	100	----	50,000	----
New York ... Col.	10	----	100,000	2.40
N. Y. & Nevada ... Nev.	10	----	100,000	----
N. Y. & N. Sco ... N. S.	10	----	100,000	----
North Clear Creek. Col.	10	----	100,000	----
Pacific ... "	100	----	40,000	----
Peoples' ... Col.	50	----	100,000	2.25
Prescott ... Ariz.	10	----	100,000	----
Quartz Hill ... Col.	25	----	40,000	5.00
Republic ... Nev.	100	----	15,000	----
Rocky Mountain ... Col.	10	----	50,000	2.55
Sherbrooke ... Can.	10	----	100,000	----
Smith & Parmalee. Col.	20	----	125,000	6.75
Standard ... "	10	----	50,000	----
Steptoe ... Nev.	100	----	20,000	----
Tascher ... Can.	10	----	100,000	----
Texas ... Col.	10	----	50,000	0.50
Union ... "	50	----	200,000	----
United States ... "	20	----	75,000	----
Waddingham ... Idaho.	25	----	24,000	----
Silver:				
Arizona ... Ariz.	100	----	100,000	----
Columbia ... Nev.	100	----	30,000	----
Empire, G. & S. ... "	100	----	100,000	----
El Dorado ... "	25	----	800,000	----
Essex & Diadem ... "	20	----	125,000	----
L. California ... L. Cal.	50	----	40,000	----
Madison ... Nev.	100	----	30,000	----
Morning Star ... Idaho.	1000	----	5,000	----
Mount Vernon ... Nev.	10	----	500,000	----
New York City ... "	100	----	50,000	----
N. Y. District ... "	100	----	50,000	----
Tolyabee ... "	100	----	50,000	----
Washington ... "	100	----	22,500	----
Quicksilver:				
Pacific ... Cal.	100	100	40,000	----
Panoche Grande ... "	50	----	100,000	----
Quicksilver ... "	100	100	100,000	42½
Santa Clara ... "	100	----	30,000	----
Miscellaneous:				
American Tin ... N. H.	----	----	------	----
Rutland Marble ... Vt.	25	25	40,000	----
Saginaw Salt ... Mich.	25	25	100,000	----
Sunapee, plumba. N. H.	50	----	2,000	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nill" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed; equivalent in single tr'k.	Length. In progress or projected.	Equipment. Cars. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N		$	$	$	$	$	$	p c.		
						MASSACHUSETTS.									
30 Nov.'65	3.36	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,800	6,920	6½	....	41½
30 Nov.'65	4.52	—	208	31	--	Broadway, Boston	324,225	350,000	—	7,297	144,680	10,130	5½	....	43½
30 Nov'65	27.43	—	—	—	—	Cambridge	734,671	727,800	150,000	94	(Union	Co.)	9	....	93
30 Nov.'65	3.75	—	—	—	—	Dedham and West Roxbury	53,229	41,000	—	12,229	(Metro	poll'n)	—	....	....
30 Nov.'65	2.74	—	29	6	--	Lowell (Horse)	45,119	43,706	—	1,418	15,157	loss.	—	....	....
30 Nov.'65	12.50	—	197	32	--	Lynn and Boston	275,739	200,000	50,000	54,259	150,157	loss.	4	....	25
30 Nov.'65	3.41	—	—	—	—	Malden and Melrose	60,260	200,000	64,452	66,222	(Middl	esex)	—	....	25½
30 Nov.'65	3.07	—	—	—	—	Medford and Charlestown	36,600	21,000	10,000	—	(Middl	esex)	—	50	25
30 Nov.'65	33.74	—	840	151	--	Metropolitan (Boston)	1,492,107	2,250,000	—	287,160	651,603	loss.	3	....	53
30 Nov.'65	3.87	—	255	41	--	Middlesex (Boston)	487,441	400,000	32,000	75,952	152,838	2,577	—	....	49
30 Nov.'65	5.69	—	60	9	—	Quincy	154,233	71,600	58,400	56,500	708,341	loss.	—	....	....
30 Nov.'65	6.75	—	52	16	—	Salem and South Danvers	176,093	150,000	16,600	13,059	579,098	1,975	—	....	....
30 Nov.'65	2.63	—	—	—	—	Somerville	50,000	50,000	—	—	M(iddl	esex)	5	....	25
30 Nov.'65	2.50	—	10	3	—	Stoneham street (Boston)	36,800	33,000	—	—	8,241	1,091	3	....	....
30 Nov.'65	6.74	—	—	—	—	Suburban	95.500	5,000	—	—	(Mal.	&Mel.)	—	....	....
30 Nov.'65	—	—	352	63	—	Union (Transportation)	242,809	160,000	20,000	130,743	307,780	loss.	—	....	90½
30 Nov.'65	1.58	—	15	3	—	West Cambridge	16,350	13,600	—	—	8,955	loss.	3½	....	47
30 Nov.'65	2.25	—	—	—	—	Winnisimmet	62,152	60,000	—	500	3,600	2,922	4	....	
30 Nov.'65	11.60	—	44	8	—	Worcester	92,763	75,800	61,500	1,826	19,667	loss.	—	....	....
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	....	....
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	....	....
						NEW YORK.									
30 Sep. '65	7.17	—	—	6	6	Albany	85,544	50,000	31,000	.....	65,155	501	—	—	....
30 Sep. '65	17.50	—	...	35	—	Bleecker St. & Fulton Ferry	1,595,966	900,000	610,000	46,000	103,215	37,588	—	100	....
30 Sep. '65	10.76	—	...	32	28	Broadway (Brooklyn	228,286	200,000	27,500	5,802	81,027	12,500	—	100	....
30 Sep. '65	14.33	—	...	98	—	Broadway & 7th Ave., N. Y.	3,373,625	2,100,000	120000 0	100,000	612,779	198,082	—	100	....
30 Sep. '65	7.75	—	—	10	2	Brooklyn, Bath& Coney Isl'd	135,178	100,000	86,000	71,180	28,068	8,282	—	100	....
30 Sep. '65	24.00	—	...	35	43	Brooklyn Central& Jamaica	120,388	492,150	400,000	55,291	173,827	3,666	9	100	....
30 Sep. '65	56.18	1.90	...	146	29	Brooklyn City	1,333,460	1,000,000	170,000	.....	857,701	148,758	5½	10	....
30 Sep. '65	11.75	4.00	...	32	—	Brooklyn City & Newtown.	539,162	366,000	200,000	37,602	104,691	5,651	—	100	....
30 Sep. '65	0.09	9.41	...	—	—	Brooklyn City & Ridgewood	187,200	164,000	20,000	3,200	—	—	—	100	....
30 Sep. '65	—	2.50	...	—	—	Brooklyn City & Rockaway	.....	7,500	35,000	.....	—	—	—	—	....
30 Sep. '65	24.00	—	...	116	—	Centr'l P'k,N &E.Riv.(N.Y.)	1,517,906	955,900	550,000	.....	528,090	74,053	—	100	....
30 Sep. '65	—	2.00	...	—	—	Clinton Avenue (Albany)	.....	2,800	.....	.....	—	—	—	—	....
30 Sep. '65	—	2.00	...	—	—	Cohoes & Waterford	.....	500	.....	.....	—	—	—	—	....
30 Sep. '65	19.75	—	...	32	—	Coney Island & Brooklyn	612,565	500,000	138,000	4,192	150,634	34,102	—	100	....
30 Sep. '65	11.82	—	...	46	—	D. Dock, E. B'dw. & Battery	1,535,290	1,200,000	211,000	50,000	298,714	80,362	—	100	....
30 Sep. '65	—	6.00	...	—	—	East & North River (W.Co.)	650	650	.....	.....	—	—	—	—	....
30 Sep. '65	18.00	1.00	...	141	—	Eighth Avenue	1,260,915	1,000,000	160,000	.....	627,153	90,670	6	100	....
30 Sep. '65	12.00	—	...	42	—	42d st., & Grand st. Ferry	962,521	750,000	260,000	2,698	227,662	63,047	5	100	....
30 Sep. '65	4.52	—	...	—	—	Grand st. & Newtown (W'g)	.....	.....	.....	.....	—	—	—	—	....
30 Sep. '65	10.00	—	...	17	2	Harlem Br.,Moris'a&Ford'm	193,738	72,000	118,500	3,000	52,790	2,600	—	100	....
30 Sep. '65	—	19.00	...	—	—	Harlem & Tarrytown	.....	3,550	.....	.....	—	—	—	—	....
30 Sep. '65	19.10	—	...	30	—	Ninth Avenue	444,877	795,360	112,000	.....	74,514	loss.	—	100	....
30 Sep. '65	—	11.00	...	—	—	Port Morris & Westchester.	1,200	1,200	.....	.....	—	—	—	—	....
30 Sep. '65	11.00	—	...	19	—	Rochester City & Brighton.	251,559	133,400	100,000	.....	80,028	29,616	—	100	....
30 Sep. '65	16.00	—	...	—	—	Second Avenue (N. Y.)	1,218,127	650,000	520,000	136,976	388,298	106	—	100	....
30 Sep. '65	8.37	—	...	—	—	Sixth Avenue (N. Y.)	1,409,516	750,000	.....	139 604	482,224	loss.	—	100	....
30 Sep. '65	17.50	—	...	147	—	Third Avenue (N Y.)	2,110,100	1,750,000	1,800000	115 000	1,024742	211,213	9	100	....
30 Sep. '65	—	5.00	...	—	—	Third Avenue & Fordam	975	975	.....	.....	—	—	—	—	....
30 Sep. '65	4.46	1.00	...	—	—	Troy and Cohoes	50,000	50 000	.....	ope:by	T.& L.	R. R.	—	—	....
30 Sep. '65	—	—	...	—	—	Troy and Lansingburg	.....	.....	.....	.....	—	—	—	—	....
30 Sep. '65	6.50	9.00	...	—	—	Utica City	209,325	124,500	100,000	.....	30,752	loss.	—	—	....
30 Sep. '65	1.50	—	...	—	4	V.Brunt st.&ErieBas.(Buff.)	62,000	50,000	12,000	.....	12,839	808	—	—	....
30 Sep. '65	—	—	...	—	—	Westchester	5,949	7,370	.....	.....	—	—	—	—	....
30 Sep. '65	—	4.00	...	—	—	West Shore	1,457	2,200	.....	.....	—	—	—	—	....
						NEW JERSEY.									
31 Dec. '62	5.32	—	...	7	--	Hoboken and Hudson City	32,000	30,000	—	2,000	.....	.....	—	—	....
31 Dec. '62	5.05	2.50	...	8	--	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	....	....
31 Dec. '62	10.47	—	...	—	--	Jersey City & Bergen Point	.....	.....	.....	.....	—	—	—	—	....
31 Dec. '65	17.00	—	150	22	--	Orange and Newark	599,414	281,550	300,000	20,950	105,358	29,459	—	50	....
31 Dec. '62	5.80	—	—	8	--	West Hoboken & Hoboken.	100,000	40,000	60,000	—	.....	.....	—	—	....
						PENNSYLVANIA.									
31 Oct. '65	7.89	—	142	24	1	Chestnut & Walnut (Phila.)	235,421	100,000	135,000	—	.....	.....	40	10	51
31 Oct. '65	5 50	—	122	21	3	Citizens' (Pittsburg)	188,024	100,000	56,300	10,318	114,721	34,877	10	50	....
31 Oct. '65	12.33	—	262	40	—	Frankford & Southw'k(Ph.)	765,569	491,620	200,000	—	286,861	91,545	—	50	16½
31 Oct. '65	6.00	—	86	15	2	Fairm't P'k & Del.Riv.(Ph.)	.....	.....	.....	.....	62,732	8,227	—	—	....
31 Oct. '65	4.50	—	195	33	8	Green & Coates st. Phila.)	232,953	150,000	100 000	—	158,803	39,721	2	50	32
30 Nov.'65	19.00	—	250	44	—	Germantown	385,169	112,245	250,000	—	197,195	49,561	—	....	31
31 Oct. '65	5.04	—	120	25	—	Girard College (Phila.)	114,611	160,000	—	—	122,866	36,832	4	50	29
31 Oct. '65	2.00	—	25	4	1	Harrisburg City	49,504	30,118	—	9,000	6.726	3 562	—	25	....
31 Oct. '65	19.00	—	328	56	—	Hestonv., Mantua & Fairm't	.....	.....	183,600	75,131	153 813	39,179	—	50	14½
31 Oct. '65	4.50	—	105	16	2	Lombard & South st. (Phil.)	156,000	90,000	50,200	16,000	72,460	14,007	—	25	15½
31 Oct. '65	....	....	—	—	—	Oakland (Pittsburg & E. L.)	.....	.....	.....	.....	.....	.....	.....	.....	....
31 Oct. '65	3.75	—	124	18	6	Pittsb.,Allegheny &Manch'r	96,385	75,000	35,000	150	88,795	20,243	16	50	....
31 Oct. '65	2.06	—	67	12	—	Pittsburg and Birmingham.	66,840	54,000	22,600	—	67,040	14,278	14	50	....
31 Oct. '65	2.80	—	165	27	—	Philadelphia City	240,264	100,000	135,000	—	149,978	59,722	7½	50	....
31 Oct. '65	5.00	—	64	10	3	Philadelphia and Darby	86,383	100,000	17,000	—	36,781	6,494	5	20	12
31 Oct. '65	4.50	—	51	10	—	Ridge Avenue & Manyunk.	179,635	120,000	63,200	—	41,737	6,903	—	50	14
31 Oct. '65	18.09	—	431	67	5	Second & Third st. (Phila.)	472,031	203,757	137,300	—	437 562	158,830	10	50	90
31 Oct. '65	5.62	—	87	9	7	17th & 19th st. (Phila.)	114,368	120000	—	—	51,683	9,187	—	50	13
31 Oct. '65	7.00	—	118	16	3	Spruce&Pine(Ph.il.&Gr'sF.)	249,411	217,697	15,000	10,000	84,900	20,545	4½	50	30
31 Oct. '65	7.00	—	210	35	2	10th & 11th st. (Citizens')	176,048	192,750	—	—	210,143	87,810	9½	50	70
31 Oct. '65	6.25	—	143	23	—	13th & 15th st. (Phila.)	.....	.....	—	—	143,038	38,435	5	50	19
31 Oct. '65	23.05	—	412	70	—	Union (Philadelphia)	527,185	291,475	80,000	263,128	206,593	5,800	—	50	41
31 Oct. '65	6.00	—	327	52	5	West Philadelphia	355,105	249,100	100,000	10,000	309,261	81,335	10	50	70
31 Oct. '65	1.00	—	9	4	—	Williamsport	.....	15,150	—	522	3,637	1,851	—	25	....
						MARYLAND.									
31 Dec. '62	21.00	....	340	50	—	Baltimore City	700,000	670,000	.....	31,549	239,059	21,058	—	....	17½
						OHIO.									
31 Dec. '62	5.00	—	...	—	--	Cincinnati Street	151,913	150,000	.....	.....	.....	.....	.....	.....	....
31 Dec. '62	5.00	—	...	—	--	City (Cinc.) Passenger	111,412	100,000	.....	.....	.....	.....	.....	.....	....
31 Dec. '62	3.81	—	...	—	--	Passenger (Cinc.)	69,837	50,000	.....	.....	.....	.....	.....	.....	....
31 Dec. '62	3.63	—	...	—	--	Pendleton & S.st.Mar't(Cin.)	70,000	50,000	.....	.....	.....	.....	.....	.....	....

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p c.
Broadway [Brooklyn]:					
Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Broadway & 7th Avenue:					
1st Mortgage	1,200,000	7	J. & D.	1884	....
Brooklyn, Bath & Coney Is'd					
1st Mortgage	80,000	7	J. & J.	1883	....
Brook yn and Rockaway:					
1st Mortgage	20,000	7	J. & J.	.....	....
Brooklyn Centr. & Jamaica:					
1st Mortgage	304,250	7	J. & D.	1870	....
Brooklyn City.					
1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage	200,000	7	J. & J.	1872	....
Brooklyn City& Ridgewood:					
1st Mortgage	20,000	7	J. & J.	1884	....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1881	89
Central Park, East & North River:					
1st Mortgage	550,000	7	J. & J.	1874	....
Citizens' Pittsburg]					
1st Mortgage	57,900	7	J. & J.	1870	....
Cliftondale:					
1st Mortgage	25,000	6	J. & J	1871	....
Coney Island and Brooklyn:					
1st Mortgage	138,000	7	J. & J.	1873	....
Delaware County:					
1st Mortgage	6,500	7	.....	.....	....
Dorchester:					
Real Estate Mortgage	5,000	6	.....	.....	....
D. Dock,E,B'dw.& Battery:					
1st Mortgage	200,000	7	J. & J.	.....	....
Eight Avenue:					
1st Mortgage	160,000	7	J. & J.	.....	....
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	....
Real Estate	134,500	7	J. & J.	.....	....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	107
Germantown:					
1st Mortgage	250,000	7	J. & J.	1869	....
Green and Coates St.:					
1st Mortgage	98,000	7	J. & J.	1870	93
Harlem Br.Moris'a&Ford'm					
1st Mortgage	118,000	7	J. & J.	.....	....
Hestonville Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1869	....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston:					
1st Mortgage [road]	50,000	6	M. & S.	'71-'72	91½
Malden and Melrose:					
1st Mortgage gua antied	64,452	6	.....	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	10,000	6	.....	.....	....
Middlesex:					
1st Mortgage	32,000	--	.....	.....	..
Malden & Melrose bonds	49,451	--	.....	.....	....
Real Estate	10,000	--	.....	.....	....
Ninth Avenue:					
1st Mortgage	112,000	7	.....	.....	....
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1881	....
" O. & Newark	100,000	7	J. & J.	1880	....
2d Mortgage "	100,000	7	J. & J.	1883	....
Philadelphia City:					
1st Mortgage	135,000	6	J & J.	1879	91
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	....
Phila. and Gray's Ferry:					
1st Mortgage	15,500	7	J & J.	1869	....
Pittsb., Allegh'y & Manch.:					
1st Mortgage	35,000	7	J. & J.	1871	....
Pittsburg & Birmingham:					
1st Mortgage	22,600	7	J. & J.	1870	....
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	....
Quincy:					
Plain bonds	50,000	--	M. & S.	1868	....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	....
Rochester City & Brighton					
1st Mortgage	100,000	7	J. & J.	.....	....
Second Avenue:					
1st Mortgage	520,000	7	J. & D.	1867	....
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1868	90
2d Mortgage	50,800	7	J. & J.	1869	103
Third Avenue.					
1st Mortgage	1,000,000	7	J. & J.	1870	....
Real Estate bonds	180,000	--	.....	.....	....
Union:					
Real Estate Mortgage	20,000	6	J. & D.	1868	....
Utica City:					....
1st Mortgage	100,000	7	.....	.....	....
Van Brunt st & Erie Basin:					
1st Mortgage	12,000	7	J. & J.	.....	....
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1872	....
West Philadelphia:					
1st Mortgage	100,000	7	J & J	1869	....

FEDERAL, STATE AND CITY SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
NATIONAL SECURITIES, Jan. 1.					
Loan of Jan. 28, 1847 ... registered	$7,070,500	6	Jan & July.	1867	130
Loan of March 31, 1848 ... registered	8,712,542	6	" "	1868	128
" " " ... coupon		6	" "	1868	128
Texas Indemnity, of Sep. 9, 1850 ... coupon	384,000	---	" "	Due.	----
Loan of June 14, 1858 ... registered	20,000,000	5	" "	1874	102
" " " ... coupon		5	" "	1874	102½
Loan of June 22, 1860 ... registered	7,022,000	5	" "	1871	115
" " " ... coupon		5	" "	1871	108
Oregon War Loan of March, 1861 ... coupon	1,016,000	6	" "	1881	108½
" " " " " ... coupon		6	July.	1881	108
Loan of Feb. 8, 1861 ... registered	18,415,000	6	Jan. & July.	1881	108
" " " ... coupon		6	" "	1881	108½
Loan of July 17, & Aug. 5, 1861 ... registered	264,309,850	6	" "	1881	108
" " " ... coupon		6	" "	1881	108
Loan of Feb. 25, 1862 (5-20s) ... registered	514,780,500	6	May & Nov.	1882	104½
" " " (5-20s) ... coupon		6	" "	1882	107½
Loan of March 3, 1864 (5-20s) ... registered	100,000,000	6	May & Nov.	1884	104½
" " " (5-20s) ... coupon		6	" "	1884	105½
Loan of March 3, 1865 (5-20s) ... registered	204,344,600	6	May & Nov.	1885	104½
" " " (5-20s) ... coupon		6	" "	1885	105½
Loan of March 3, 1864, (10-40s) ... registered	171,069,350	5	Mar. & Sept.	1904	100
" " " " ... coupon		5	" "	1904	99½
Pacific R. R. Bonds of (currency) ... registered	10,622,000	6	Jan & July.	'95-'96	----
Treasury Notes of July 17, 1861 (7-30s)	167,350	---	Due.	1867	----
" June 20, '54 & Mar. 3, '65 1st series	376,856,600	7.3	Feb. & Aug.	1868	104½
" March 3, 1865 ... 2d series		7.3	June & Dec.	1868	104½
" " 1865 ... 3d series		7.3	Jan. & July.	----	104½
Matured Debt not presented	15,967,249	6	At maturity.	----	----
Gold Certificates of Deposit	16,442,680	---	----	3 y'rs	----
Compound Interest Notes of 1864	144,900,840	6	At maturity.	----	----
United States Notes (greenbacks)	380,497,842	---	----	----	----
Fractional currency	28,732,812	---	----	----	----
Navy Pension Fund	11,750,000	---	----	----	----
STATE SECURITIES.					
Alabama—Dollar Bonds ... coupon	2,109,000	5	May & Nov.	1877	----
" —Sterling " ... "	648,000	5	Jan. & July.	1876	----
" — " " ... "	688,000	6	" "	----	----
" —Funded Interest Bonds ... "	----	---	----	1868	----
Arkansas—State Bonds (issued to banks)	1,509,000	6	(in default.)	----	----
California—Civil bonds of 1857 & '60 coupon	2,472,000	7	Jan. & July	'78-'80	11
" —War bonds ... "		7	" "	1872	---
Connecticut—State Bonds ... coupon	10,400,000	6	Jan. & July	'72-'90	100
" — " " (free.) ... "		6	" "	1892	----
Georgia—State bonds (sterling) ... coupon	72,000	5	Jan. & July.	1869	----
" — " " ... "	2,271,750	6	" "	'68-'86	109
" — " " ... "	434,000	7	" "	'72-'86	----
Illinois—Canal Bonds	1,288,887	6	Jan. & July.	1870	97½
" — " " ... registered	1,758,400	6	" "	1870	95
" —State Bonds of 1860-'79 ... coupon	721,198	6	" "	'60-'79	100
" — " " 1862-'79 ... "	436,000	6	" "	'62-'79	----
" — " " 1865-'79 ... "	229,372	6	" "	'65-'79	----
" — " 1870-'79 ... "	2,371,725	6	" "	'70-'79	102
" — " ... "	1,778,677	6	" "	1877	100
" — " " ... "	241,000	6	" "	1879	----
" — " War Loan ... "	1,157,700	6	" "	1879	97
Indiana—State Bonds ... registered	236,000	5	Jan. & July.	1866	87
" — " " ... "	2,058,178	2½	" "	1866	---
" — " War Loan ... coupon	1,225,000	6	May & Nov.	1886	94½
owa—State Certificates ... registered	200,000	7	Jan. & July.	1886	---
—War Loan Bonds ... coupon	300,000	7	" "	1877	----
Kansas—State Bonds ... coupon	200,000	7	" "	'76-'78	----
Kentucky—State bonds ... coupon	447,000	5	" "	'66-'73	----
" — " " ... "	3,204,000	6	" "	'68-'72	96½
Louisiana—State Bonds ... coupon	9,856,000	6	various.	'67-'90	90
" —Fu de Coupons ... "	----	6	----	----	----
Maine—State Certificates	552,000	6	Mar. & Sept.	1883	100
" —War Loan Bonds ... coupon	4,800,000	6	Jan. & July.	1883	99½
Maryland—State Bonds ... coupon	2,171,902	5	quarterly.	var.	82
" — " " ... "	1,727,000	6	"	1870	101½
" — " " ... coupon	3,192,763	6	"	1890	100
" — " " ... inscribed		6	"	1890	---
" — " " (sterling) ... coupon	6,401,000	5	"	var.	----
Massachusetts—State Scrip	53,000	5	June & Dec.	'68-'72	102½
" — " " ...	244,000	5	Jan. & July.	'70-'74	100
" — " " ...	375,000	5	April & Oct.	'72-'74	100
" — " " ...	220,000	5	May & Nov.	1880	100½
" — " War Loan ...	6,429,000	5	" "	1894	99½
" — " Scrip ...	297,000	6	June & Dec.	'68-'77	113
" — " " ...	150,000	6	April & Oct.	1868	125½
" — " " ...	1,024,000	6	Jan. & July.	'71-'75	111
" — " " ...	2,030,000	6	" "	'76-'78	111½
" — " War Loan ...	1,048,000	6	" "	1883	----
Michigan—$2,000,000 Loan Bonds ... coupon	250,000	7	Jan. & July.	1868	----
" — " " " ... "	1,750,000	6	" "	'73-'83	96
" —Canal Loan ... "	100,000	6	" "	1873	----
" —Renewal Loan ... "	216,000	6	" "	1878	96
" —War Loan Bonds ... "	1,122,000	7	" "	1886	----
" —Bounty Bonds ... "	700,000	7	May & Nov.	1890	----
Minnesota—State Bonds ... coupon	250,000	8	Jan. & July.	1867	106
" —Railroad Bonds ... "	2,275,000	7	" "	1883	----
Missouri—State Bonds (railroad) ... "	13,701,000	6	Jan. & July.	'71-'89	93½
" — " " (H. & St. R. R.) ... "	3,000,000	6	" "	'72-'85	79½
" — " " (Pac. R. R.) ... "	7,000,000	6	" "	'72-'87	93½
" —New Sinking Fund Bonds	----	7	" "	1896	----
New Hampshire—State Bonds	535,000	6	Jan. & July.	'67-'74	100
" —War Fund Bonds ... coupon	1,650,000	6	" "	'83-'85	99½
" — " " Notes	2,300,000	8	var.	var.	----
New Jersey—State Stock ... inscribed	95,000	6	Jan. & July.	var.	98½
" —War Loan ... coupon	731,000	6	" "	'71-'72	96½
New York—State Bonds ... general fund	703,000	7	quarterly.	1870	102½
" — " " ... bounty fund	25,566,000	7	Jan. & July.	1877	105½
" — " " ... general fund	1,139,780	6	quarterly.	pleas.	---
" — " ... canal fund	702,000	6	"	1866	----
" — " ... general fund	500,000	6	"	1868	100
" — ... canal fund	3,050,000	6	"	1871	100

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
New York—State Bonds ... canal fund	6,000,000	6	Quarterly.	1873	99½
" — " " ... "	2,250,000	6	"	1874	99½
" — " " ... "	500,000	6	"	1875	100½
" — " " ... "	900,000	6	"	1877	----
" — " " ... general fund	800,000	6	"	1878	97½
" — " " ... "	909,607	5	"	pleas.	----
" — " " ... canal fund	192,585	5	"	1866	----
" — " " ... "	1,163,000	5	"	1868	----
" — " " ... general fund	442,960	5	"	1868	----
" — " " ... canal fund	167,000	5	"	1871	----
" — " " ... "	4,500,000	5	"	1874	94
" — " " ... general fund	900,000	5	"	1875	93
" — " " ... "	800,000	5	"	1878	----
North Carolina—State bonds ... coupon	9,385,500	6	Various.	'66-'91	72½
" — " " (new) ... "	3,500,000	6	Jan. & July.	'90-'92	52½
Ohio—State Bonds ... coupon	634,653	5	Jan. & July.	1865	----
" — " " ... "	536,798	6	" "	1860	98
" — " " ... "	379,866	6	" "	1868	----
" — " " ... "	2,183,532	6	" "	1870	100
" — " " ... "	1,600,000	6	" "	1875	100
" — " " ... "	4,095,309	6	" "	1881	100
" — " " ... "	2,400,000	6	" "	1886	100
" —Domestic Bonds	681,038	6	May & Nov	'68-'71	----
Pennsylvania—State Stock ... registered	20,209,000	5	Various.	'66-'90	92½
" — " " ... coupon	6,168,000	5	"	'77-'82	95½
" —Military Loan ... "	3,000,000	6	Feb. & Aug.	1871	101
Rhode Island—State War Bonds ... "	3,889,000	6	Jan. & July.	'71-'94	98½
South Carolina—State Bonds (sterling) "	484,444	5	Jan. & July.	1868	----
" — " " ... inscribed	1,708,000	6	" "	'68-'90	----
" — " " ... coupon	1,499,000	6	" "	'77-'90	----
" — " " (new) ... "	----	6	" "	----	---
Tennessee—State Bonds ... coupon	1,949,440	5	April & Oct.	'76-'90	
" — " " ... "	239,167	5½	" "	'72-'79	----
" — " " ... "	1,706,000	6	" "	'82-'89	----
" —Railroad Loans ... "	24,382,832	6	" "	long.	90
" —Funded Interest ... "	872,813	6	" "	1892	65
Vermont—State Bonds	175,000	6	Various.	'67-'83	----
" —War Loan ... coupon	1,650,000	6	June & Dec.	'71-'78	100
Virginia—State Bonds ... registered	21,888,398	6	Jan. & July.	'84-'95	33½
" — " " ... coupon	11,108,000	6	" "	'86-'95	60
" " (sterling) ... "	1,865,000	5	" "	1872	----
" —Funded Interest ... registered	----	6	" "	'76-'96	31
" — " " ... coupon	----	6	" "	'76-'96	45½
West Virginia—State Bonds ... coupon	----	6	----	----	----
Wisconsin—State Bonds ... coupon	200,000	6	April & Oct.	'67-'68	----
" — " (war) ... "	641,800	6	Jan. & July.	'77-'88	----
" — " (") certificates	700,000	6	April & Oct.	'82-'98	----
CITY SECURITIES.					
Allegheny—Railroad Bonds (new) ... coupon	600,000	4	Jan. & July.	1913	----
Baltimore—City Bonds		5	quarterly.	1870	----
" — " "		6	"	1870	97
" — " "		6	Jan. & July.	1873	97½
" — " "	19,024,523	6	May & Nov.	1875	97½
" — " "		6	Jan. & July.	1886	97½
" — " "		6	quarterly.	1890	98½
" — " " ... coupon		6	"	1890	----
Boston—Municipal Scrip	983,205	4	April & Oct.	'78-'79	----
" — " "		5	Various.	'66-'70	128½
" — " "		5	"	'71-'75	105½
" — " "	7,846,026	5	"	'76-'80	101½
" — " "		5	"	'81-'86	101
" — " "		6	"	'67-'76	102½
" —Water Loan	668,000	5	May & Nov.	'70-'71	----
" — " "	305,000	5	Jan. & July.	'77-'78	102
" — " " (sterling)	1,949,711	4½	" "	'72-'73	----
Brooklyn—Municipal Bonds ... coupon		6	Jan. & July.	'66-'71	89
" —Public Park Loan ... "	3,036,200	6	" "	'81-'97	90
" —Improvement Loans ... "		6	" "	'66-'95	90
" —Water Loans ... coupon	5,500,000	6	" "	'81-'97	95
Chicago—Municipal Bonds (old)	371,000	7	Various.	'67-'81	99½
" — " " (new)	956,000	6	Jan. & July.	1876	98½
" —Water Loan ... coupon	1,464,000	6	" "	1888	100
" —Sewerage Loan ... "	1,184,000	7	" "	'79-'87	100
Jersey City—Water Loan ... coupon	650,000	7	Jan. & July.	'79-'81	98
Milwaukee—Re-adjusted Bonds ... coupon	925,000	4	June & Dec.	1894	----
New York City—Municipal Stock	3,478,900	6	F., M., A. & N.	'73-'75	----
" " — " "	4,714,000	6	" "	'76-'78	----
" " — " "	1,800,000	6	" "	1883	100
" " — " "	5,149,271	6	" "	1887	100
" " — " "	275,000	6	" "	1898	----
" " —Fire Indemnity Stock	402,768	5	Feb. & Aug.	1868	----
" " —Municipal Stock	160,000	5	F., M., A. & O.	'67-'69	----
" " — " "	3,125,200	5	" "	1870	94
" " — " "	319,000	5	" "	1873	----
" " — " "	1,000,000	5	" "	1874	----
" " — " "	334,700	5	" "	1875	----
" " — " "	2,016,000	5	" "	1876	----
" " — " "	2,375,000	5	" "	'79-'80	----
" " — " "	900,000	5	" "	1890	----
" " — " "	674,300	5	" "	1898	----
Philadelphia—City Bonds (old)	552,700	5	Jan. & July.	'67-'81	----
" — " " (new)	739,222	5	" "	'67-'82	----
" — " " (old)	2,232,800	6	" "	'66-'93	98
" — " " (new)	7,898,717	6	" "	'66-'99	100½
Pittsburg—Municipal Bonds ... coupon	1,009,700	6	Jan. & July.	Var.	97
" —Railroad Bonds ... "	1,800,000	6	" "	1913	----
Portland—Municipal Bonds	985,326	6	Various.	'66-'83	97½
" —Railroad Bonds ... coupon	1,500,000	6	April & Oct.	'68-'71	96½
Sacramento City—Municipal Bonds	1,496,100	6	Jan. & July.	'88-'89	----
St. Louis—Improvement Bonds ... coupon	2,643,000	6	Jan. & July.	'66-'90	86
" —Water Loan ... "	484,000	6	" "	'71-'83	94
" —Sewerage Loan ... "	425,000	6	" "	'79-'88	86
" —Railroad Loans ... "	1,161,000	6	" "	'71-'77	90
San Francisco—City Bonds ... coupon	1,352,600	10	May & Nov.	1871	133
" — " " ... "	329,000	6	Jan. & July.	1875	----
" —City and County B'ds. "	1,133,500	6	" "	1888	----
" — " " " "	2,200,000	6	"	'77-'84	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	150,713	164,438	166,493	194,992	200,807	265,626	295,512	356,408	401,103	357,228	353,344	328,828	3,235,492
1865	289,445	347,211	432,340	355,045	472,493	410,800	493,882	596,584	541,481	675,446	634,243	576,365	5,825,335
1866	476,036	433,549	386,459	412,423	464,806	493,690	467,313	568,504	535,414	541,491	497,250	368,581	------
Chicago and Alton:													
1861	81,531	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,409	115,201	111,955	1,225,001
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,863	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357 956	307,919	236,824	3,840,092
1866	210,171	207,913	304,885	270,889	333,432	368,273	326,870	381,559	318,549	347,087	322,749	285,413	3,677,795
Chicago and Rock Island:													
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	76,459	102,353	138,374	119,947	117,086	146,268	161,503	138,795	135,595	1,423,439
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198 679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	197,886	264,605	290,642	224,112	310,446	396,050	422,124	331,006	232,450	------
Chicago and Northwestern:													
1863	------	------	------	------	------	366,100	281,334	296,169	473,186	551,122	435,945	407 688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716.378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,944	702,691	767,508	946,707	921,886	749,191	546,609	7,958,980
1866	523,566	405,634	523,744	518,736	735,082	922,892	776,990	778,284	989,053	1,210,654	1,005,680	698,679	------
Chicago and Great Eastern:													
1861	13,316	11,065	13,670	12,188	10,703	15,520	15,110	20,055	20,895	26,762	26,334	25.461	211,077
1862	24,343	24,344	22,773	19,467	22,411	22,518	21,401	31,693	31,757	36,578	35,931	37,440	328,656
1863	33,829	33,804	38,485	40,641	37,588	38,058	30,208	50,198	51,485	61,787	51,386	60,895	528,364
1864	47,393	56.565	67,822	61,312	59,182	58,178	53,518	88,458	87,037	97,876	94.543	78,111	850,495
1865	77,878	77,242	83,450	75,514	76,674	91,997	91,075	97,145	106,389	118,610	116,293	91,564	1,103,821
1866	90,415	79,430	111,102	107,072	120,460	118,960	86,037	107,051	103,037	132,725	138,911	102,957	------
Erie:													
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,906	963,859	8,400,324
1863	845,695	839,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,293	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,234,217	13,429,643
1865	1,001,007	947,146	1,256,566	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1,438,689	1,522,472	1,429,765	15,434,775
1866 ....including Buffalo Division	1,187,188	983,855	1,070,434	1,153,295	1,001,668	1,243,143	1,203,462	1,290,330	1 411,34[illegible]	1,480,251	1,417,327	1,044,003	------
Illinois Central:													
1861	321,844	279,268	229,334	192,054	199,488	177,829	189,280	268,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289.224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571.028
1864	327,900	416,588	459,762	422,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,403	6,329,447
1865	571,536	528,972	615,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,987	518,088	7,161,208
1866	552,828	512,628	516,822	406,773	507,830	560,025	467,115	586,074	551,021	639,195	570,485	------	------
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	38,579	32,668	29,384	37,271	56,687	46,452	81,329	55,257	48,544	512,219
1863	38,203	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83,059	76,704	68,863	710,225
1864	77,010	74,409	89,901	72,389	83,993	78,697	91,809	90,972	93,078	93,546	96,908	95,453	1,038,165
1865	96,672	87,791	93,763	78,607	76,248	107,525	104,608	115,184	125,252	116,495	116,146	105,767	1,224,058
1866	90,071	84,318	82,910	82,722	95,664	106,315	96,023	106,410	108,338	111,444	110,932	111,665	------
Milwaukee and Prairie du Chien:													
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,920	1,153,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,835	1,163,734
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,353	155,417	205,055	138,342	112,913	1,247,258
1864	102,749	115,135	88,221	140,418	186,747	212,209	159,547	113,399	168,218	178,526	149,099	117,013	1,711,281
1865	98,184	74,283	70,740	106,689	146,943	224,838	217,160	170,555	228,020	310,595	226,840	110,664	1,985,712
1866	121,776	84,897	72,135	108,082	267,488	262,172	170,795	116,224	150,989	245,701	244,854	98,787	------
Michigan Southern & Northern Indiana:													
1861	140,925	116,933	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231,265	189,077	2,189,077
1862	163,152	153 728	157,500	193,120	200,826	181,983	180,915	226,819	276,109	325,818	305,284	279,539	2,647,833
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,360	348,048	3,302,541
1864	256,600	304,445	338,454	330,651	267,126	315,258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,155
1865	363,996	366,361	413,974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826 722
1866	312,846	277,234	412,393	409,427	426,493	392,641	338,499	380,452	429,191	500,404	416,690	339,447	------
Michigan Central:													
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,962	236,846	307,333	242,089	200,134	2,124,314
1862	230,159	159.658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	460,651	490,694	447,670	328,[illegible]69	4,504,549
1866	282,438	265,796	337,158	343,737	365,196	335,083	324,986	359,645	429,160	493,640	414,604	308,669	------
Milwaukee and St. Paul:													
1864	51,965	46,474	64,993	83,202	131,648	126,970	99,662	86,482	164,710	221,638	198,135	129,227	1,402,106
1865	98,181	86,528	95,905	106,269	203,018	237,562	251,906	241,370	300,841	395,579	346,717	171,125	2,535,931
1866	131,707	122,621	124,175	121,904	245,511	243,944	209,199	183,223	275,906	304,257	327,926	128,741	------
New York Central:													
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,798	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,157,818	11,069,853
1864	921,831	936,587	059,024	1,105,664	1,004,435	1,029,736	1,055,793	1,273,117	1,450,076	1,227,113	1,187,505	1,116,829	13,357,709
1865	957 869	613,381	955,659	1,346,734	1,255.521	1,132,701	1,162,024	1,495,752	1,524,434	1,526,839	1,486,356	1,117,854	14,575,128
1866	1,086,360	895,887	1,135,745	1,190,491	1,170,415	1,084,533	1,135,461	1,285.911	1,480,929	------	------	------	------
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,443	224,957	223,242	268,176	302,596	332,400	278,006	346,243	275,950	3,311,070
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,793,005
1866	267,541	246,109	326,236	277,424	283,130	253,924	247,262	305,454	278,700	310,762	302,426	------	------
Philadelphia and Reading:													
1861	161,106	160,538	191,266	252,154	263,917	270,051	289,987	265,358	234,456	276,209	291,763	278,219	2,905,839
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,831
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,311	566,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955	------	------
Pittsburg, Fort Wayne and Chicago:													
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,334	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,814	466,300	487,642	5,132,934
1864	290,676	457,227	611,297	588,066	525,751	432,911	506,641	625,547	675,360	701,352	691,556	914,082	7,129,466
1865	690,144	678,504	857,583	733,866	637,186	646.995	584,523	712,495	795,938	858,501	712,363	580,964	3,489,062
1866	555,488	474,738	654,390	606,078	672,628	644,573	554,828	641,843	661 608	741,968	681,552	550,483	7,464,096
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144,736	143,748	162,921	1,554,913
1864	100,872	147,485	160,497	157,786	149,855	155,730	144,942	218,236	234,194	204,785	202,966	204,726	2,084,074
1865	170,019	153,674	202,771	167,300	177,625	173.722	167,513	218,546	216,783	222,736	207,301	162,694	2,240,744
1866	178,119	155,893	192,138	167,300	168,699	167,099	166,015	222,953	198,854	244,834	212,226	177,3[illegible]4	------
Toledo, Wabash and Western:													
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	133,722	142,537	162,858	137,086	92,574	1,172,100
1862	82,235	47,142	56,006	83,582	106,845	113,578	115,214	168,219	170,380	172,870	147,548	139,528	1,403,147
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,379	170,595	161,052	134,563	111,339	1,439,79[illegible]
1864	79,735	95,843	132,896	123,987	127,010	166,338	139,626	244,114	241,840	221,570	220,209	205,154	2,050,322
1865	144,084	139,171	155,753	144,001	138,738	194,525	271,799	374,024	377,981	375,534	361,910	247,023	2,924,543
1866	226,059	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	354,830	264,741	------
Western Union:													
1865	43.716	37 265	32,378	33,972	63,862	82,147	68,189	59,862	75,677	92,715	61,770	37,830	699,383
1866	45,102	36,005	39,301	43,332	86,913	102,918	85,276	60,698	84,462	100,313	75,248	54,468	814,036

AMERICAN RAILROAD BOND LIST.

) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany and Susquehanna:						
Mortgage	1,016,739	7	April & Oct.	Albany.	1883	
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	
Atlantic and Gt. Western:						
1st Mortgage, N. Y. Division	895,000	7	Jan. & July.	London.	1879	80
2d Mortgage, " "	774,700	7	April & Oct.	" "	1881	75
1st Mortgage, Penn. "	2,324,800	7	"	" "	1877	81
2d Mortgage, " "	918,500	7	Jan. & July.	" "	1882	77
1st Mortgage, Franklin Branch	349,000	7	June & Dec.		1882	
1st Mortgage, Ohio Division	3,764,400	7	April & Oct.	New York.	1876	85
2d Mortgage, " "	2,880,000	7	Jan. & July.	" "	1883	98
1st Mortgage, Buffalo Exten'n	1,492,000	7	Feb. & Aug.		1884	
1st Mortgage, Silver Creek	200,000	7	March & Sept.		1884	
Consolidated Bonds	16,833,500	7	Quarterly.	London.	1890	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various	N. Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1838	
Mortgage Coupon " 1853	2,391,500	6	April & Oct.	Baltimore.	1885	98
" " " 1850	676,000	6	Jan. & July.	"	1880	98
" " " 1855	1,085,000	6	Jan. & July.	"	1875	97
" " " 1834	960,084	6	Ja. Ap. Ju. Oc.	"	1867	100
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	98
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	
Bellefontaine and Indiana:						
1st Mortgage extended	1,225,000	7	Jan. & July.	New York.	'70-'99	90½
2d Mortgage	453,000	7	" "	" "	1870	82½
Income bonds	87,000				1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	85½
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	81
3d Mortgage (do.)	693,000	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	64,000	6	Feb. & Aug.	Boston.	1865	
1st Mortgage	300,000	7	" "	New York.	1865	
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	97
2d Mortgage Coupons	250,000	7	" "	New York.	1870	90
Sinking Fund	336,000	6	" "	Boston.	1889	97
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	100½
"	200,000	6			1879	99½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	95
2d Mortgage coupon	230,000	7	May & Nov.	" "	1872	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ⅓ in '60, ⅓ in '72	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
New Land Mortgage	1,180,950	7	April & Oct.	New York.	1870	60
Convertible bonds	600,000	7	Jan. & July.		1870	
Old Road bonds	121,160	7				
Camden and Amboy:						
English debt (S. F.) £400,300	1,937,452	6	Semi-annual.	London.	1880	
American Loan	3,120	6	"	New York.	1864	
Loan for $500,000	211,600	6	"	"	1867	100
" " $800,000	354,100	6	"	"	1870	95½
" " $675,000	675,000	6	"	"	1875	91
" " $1,700,000	1,700,000	6	"	"	1883	90½
" " $2,500,000	867,000	6	"	"	1889	90
Consolid. Mort. Loan $5,000,000	4,420,400	6	"	"	1889	95
Camden and Atlantic:						
1st Mortgage Coupon	1,034,775	7	Feb. & Aug.	Philadelphia.	1872	85
2d Mortgage	493,000	7	April & Oct.	"	1879	
Catawissa:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	
Central of New Jersey:						
1st Mortgage	909,000	7	Feb. & Aug	New York.	1870	103
2d Mortgage	600,000	7	May & Nov.	" "	1875	100½
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1890	89
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	"	1865	
2d Mortgage	800,000	7	June & Dec	New York.	1885	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1875	50
Income	1,192,200	7	Jan. & July.		'57-'60	
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	677,400	6	Jan. & July.	Boston.	var.	95½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	356,000	8	Jan. & July.	New York.	1883	111½
" " " inconvertible	3,169,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Fr'nkfort o. M.	1890	
Chicago and Aurora 1st Mort.	92,000	7	Jan. & July.	New York.	1867	100
Central Military Tract, 2d Mort.	58,000	8	May & Nov.	" "	1868	
C., B. & Q. Scrip	457,406	—	Jan. & July.	Fr'nkfort o. M.		
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	98½
1st Mortgage pref. S. F.	519,000	7	April & Oct.	"	1877	102
Income Bonds	1,300,000	7	May & Nov.	"	1883	92
Chicago and Milwaukee:						
1st General Mort	2,000,000	7	Jan. & July.	New York.	1898	91½
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	Apr. & Oct.	New York.	1895	70½
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	102
Income bonds	51,000	8	May & Nov.	" "	var.	
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	97
General 1st Mortgage	3,600,000	7	" "	" "	1885	88½
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1883	88
Consolidated Sinking Fund	948,000	7	F. M. A. & N.	" "	1915	84½
Equipment Bonds	270,483	7	Jan. & July.	" "	1874	
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	88
Green Bay Extension Bonds	300,000	7	" "	" "	1885	75
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	379,000	7	Jan. & July.	New York.	1867	100
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	90
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	93
3d Mortgage	587,000	8	March & Sept.		1876	
Hubbard Branch	105,600	7				
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	100
Dividend Mortgage	1 000,000	7			1880	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,129,000	7	March & Sept.	New York.	1873	93
3d Mort. (M. L.) or 2d Extension	1,619,500	7	" "	" "	1875	90½
4th Mort. (M. L.) or 3d Extension	1,108,123	6	Jan. & July.	" "	1892	75
River Line bonds	4,000	7			1887	
Dividend bonds	16,725					
Income bonds	3,500					
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	475,000	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	213,000	7	April & Oct.	New York.	1867	
Junction 1st Mortgage 2d Div.	146,000	7	June & Dec.	" "	1872	
C. & T. Mortgage Bonds	306,000	7	April & Oct.	" "	1886	
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,081,000	7	Jan. & July.	" "	1885	99
Columbus and Xenia:						
Dividend	36,660		June & Dec.	New York.	1866	
Mortgage	248,000					
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	91½
Connecticut and Passump. Rivers:						
1st Mortgage	605,700	6	June & Dec.	Boston	1876	96½
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July.	New York.	1867	93½
2d Mortgage	2,622,000	7	" "	" "	1881	87
3d Mortgage	642,000	7				
Toledo depot bonds	169,500	7				
Funded Interest	34,230	7				
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	102½
Guaranteed	100,000	6	" "	" "	1875	105
State Loan	170,000	6	" "	" "	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	Jan. & July.	New York.	1871	96
1st Mortgage (E. Extension)	1,499,000	7	April & Oct.	" "	1875	101
2d Mortgage	2,516,500		March & Sept.	" "	1881	101
Des Moines Valley:						
1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	100
Income	348,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	75
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon 1st Div'n	300,000	7	Jan. & July.	New York.	1883	92
Construction bonds, 2d Div'n	660,000					
Eastern (Mass.):						
2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	96½
3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	97
1st M. (State) $75,000 a y'r after '64	425,000	5	Ja. Ap. Ju. Oc.	"	'66-'71	
Essex Railroad Bonds	214,400	6			1876	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tennessee	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,955					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Evansville and Crawfordsville:						
Mortgage Bonds	1,090,000	7			1869	85
Mortgage Bonds	150,000	7			1881	82½
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	

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Description.	Amount	Interest.	Interest. When payable.	Interest. Where payable.	D	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,963,000	7	Feb. & Aug.	New York.	1882	100
2d Mortgage (S. F.) Coupon	1,086,000	7	May & Nov.	" "	1875	100
Elgin and State Line	189,000	7	Jan. & July.	" "	1879	
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1884	
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106
" Eastern "	1,350,000	7	Feb & Aug.	" "	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. &. July.	New York.	'73-'78	79½
Land Security	3,344,60	7	April & Oct	" "	1881	92
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	97
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	105
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	100
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	99
Convertible	1,002,000	7	" "	" "	1867	100
Illinois Central:						
Optional Right Bonds	32,000	7	Jan. & July.	New York.	1868	
Construction	6,837,000	7	April & Oct.	London.	1875	
Construction	2,896,500	6	" "	New York.	1875	105
Redemption bonds	2,563,000	6	" "	" "	1890	
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	
2d Mortgage	264,000	10	" "			100
Income	20,500					
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	Ne York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1858	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	85
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	85
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	
Joliet and N. Indiana:						
1st Mortgage (guar.)	800,000	8	Jan. &] July.	New York.	1874	105
Kennebec and Portland:						
1st Mortgage (City and Town)	900,000	6	April & Oct.	Boston.	1870	
2d Mortgage	230,000	6	" "	Augusta.	1861	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	95½
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	
Lexington and Frankfort:						
Mortgage, due 1869 and '74	79,000	6		Lexington.	'69-'74	
Little Miami:						
Mortgage (coupon)	1,200,000	6	May & Nov.	New York.	1883	100
Long Island;						
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876	
2d Mortgage	500,000	6	" "	"	1870	
Extension Bonds	175,000	7	May & Nov.	"	1890	110
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	100½
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	145,000	6	" "	" "	'67-'78	
Louisville and Nashville:						
1st Mortgage Main Stem	1,656,000	7	Feb. & Aug.	New York.	'67-'77	
Lebanon Branch 1st Mortgage	1,000	7			1866	
Memphis Branch 1st Mortgage	281,000	7			'70-'75	
Bardstown and Louisville	30,000	7			1870	
City of Louisville bonds	1,137,000				'86-'87	
Maine Central:						
Loan $1,100,000	1,092,900	6			'80-'81	
Loan $400,000	314,100	6			'70-'71	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Marietta and Cincinnati:						
1st Mortgage Bonds	2,368,385	7	Feb. & Aug.	New York.	1891	87½
1st Mortgage Sterling	1,000,000	7	" "	" "	1891	
Scioto & Hocking Val. R. mort.	300,000					
Memphis, Clarksv. and Louisv.:						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio.						
State [Tenn.] Loan	1,340,000	6				

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Dec.	Price.
Memphis and Charleston						
State [Tenn.] Loan	$1,591,990	6	Jan. & July.	New York.	1880	
1st Mortgage	1,294,000	7	May & Nov.	"		
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	
1st Mortgage (convert.) Dollar	1,995,500	8	" "	N.Y.& Boston	1869	106
1st Mortgage (convert.) Dollar	247,000	8	April & Oct.	" "	1882	111
1st Mortgage (S. F.) convertible	4,253,500	8	" "	" "	1882	111
Mich. Southern and N'n Indiana:						
Northern Indiana, 1st	4,000	7	Feb. & Aug.	New York.	1861	
Erie and Kalamazoo	37,000	7	March & Sept.	" "	1862	
Northern Indiana, Plain	1,000	7	Feb. & Aug.	" "	1863	
Goshen Air Line	651,000	7	" "	" "	1868	95
Detroit and Toledo	734,000	7	" "	" "	1876	90
1st General Mortgage (S. F.)	4,855,000	7	May & Nov.	" "	1885	96
2d General Mortgage	2,258,500	7	" "	" "	1877	91
Milwaukee and St. Paul:						
1st Mortgage	4,500,000	7	Feb. & Aug.	New York.	1893	87
2d Mortgage	1,500,000	7	April & Oct.	" "	1884	82
Real Estate Depot	2,400,000				1874	
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	402,000	7	Jan. & July.	New York.	1891	100
Minnesota and Pacific.						
Real Estate	1,200,000	7	Jan. & July.		1892	61
Mississippi Central:						
1st Mortgage	1,007,363	7				
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
Oskaloosa Division	688,556	7	Jan. & July.	" "	1875	18½
1st Land Grant	3,612,000	7		" "		61
2d Land Grant	691,000			" "		
Income Bonds	513,300					
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6			1885	
Mississippi State Loan	202,999	6				
1st Mortgage	171,000	7			1876	
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6				
Tennessee State Loan	674,860	6				
Alabama State Loan	389,410	6				
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	
Sterling	878,035	6			1883	
Mississippi State Loan	200,970	6				
Mongomery and West Point:						
Alabama State Loan	122,622					
Mortgage (due 1860, '63 and '65	350,000	6			var.	
Mortgage	450,000	8			1866	
Morris and Essex:						
1st Mortgage (S. F.)	3,034,775	7	May & Nov.	New York.	1915	95½
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Chat. and Clev. Subsc. (endors.)	231,000					
*New Albany and Salem:						
1st Mortgage	2,235,000	6				
N Hav., N. Lond. and Ston'gton:						
2d Mortgage	200,000	6	Jan. & July.	New Haven.	1868	98
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H. & Hamp.)	103,000	6		"		
New Jersey:						
Company's (various)	805,000	6	Semi-ann'ally.	New York.	var.	
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London.	1871	100
Extension Bonds	72,800	6	March & Sept.	"	1885	
N. Orl'ns, Jackson and Gt. North.						
State [Miss.] Loan	255,000	5			'63 '4'8	
1st Mortgage Coupon	2,665,000	8	Jan. & July	New York.	1886	
N. Orleans, Opelous. and Gt. West.:						
Louisiana State Loan	641,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mort [S. F.]	566,000	8			1889	
New York Central:						
Premium [S. F.] Bonds	6,450,439	6	May & Nov.	New York.	1883	94½
Debts of former Cos outst'ding	100,000					
Funding [S. F.] Bonds	1,398,000	7	Feb. & Aug	" "	1876	103
Exchanged St'ks [S. F.] B'ds	606,000	6	May & Nov.	" "	1883	91
" " ["] B & N. F.	77,000	6	" "	" "	1883	87
Real Estate [S. F.] Bonds	165,000	6	" "	" "	1883	86
Real Estate Bonds & Mortgages	139,815	7	var.	" "	var.	
" " " "	45,560	6	"	" "	1883	
Bonds of Aug. 1859, Convertible	460,000	7	Feb. & Aug.	" "	1876	118
Bonds of Oct. 1863, [S. F.]	2,925,000	6	June & Dec.	" "	1887	94
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	101
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	99
3d Mortgage	6,000,000	7	" "	" "	1883	100
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	95½
5th Mortgage	926,500	7	June & Dec.	" "	1888	93
Buffalo Branch	186,400	7	Jan. & July.	"	1891	
Sterling Bonds	3,816,582			London.	1875	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	101
Consolidated	1,000,000	7	Feb. & Aug.	" "		100
3d Mortgage	980,300	7	Jan. & July.	" "	1867	100
New York and New Haven:						
Mortgage Bonds, Coupon	1,088,000	6	April & Oct.	New York.	1875	95½
N. York, Providence and Boston:						
1st Mortgage	500,000	6	Feb. & Aug.	New York.	'73-'76	

AMERICAN RAILROAD BOND LIST.

* signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$339,000	8	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000					
2d Mortgage	224,500					
Northern Central:						
Md. State Loan (irredeemable)	1,500,000	6	Ja. Ap. Ju. Oc.	Baltimore.		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	91
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	88½
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	90½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	89½
Chattel Mortgage	360,000	10	" "		1887	116½
Northern (N. H.):						
Bonds due 1864 and 1874	151,400	6	April & Oct.	Boston.	1874	92
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	59,000	7	" "	New York.	'64-'74	
Steamboat Bonds	121,000	7	Feb. & Aug.	"	'63-'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	89
1st Mortgage—Western "	850,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	"	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	
2d Extension	600,000	8	May & Nov.	" "	1873	
Ogdensburg & Lake Champlain:						
1st Mortgage	1,494,000	7	April & Oct.	Boston.	1869	100
2d Mortgage (now stock)						71
Oswego and Syracuse:						
1st Mortgage	225,000	7	Jan. & July.	Oswego.	'70-'80	
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-87	91½
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87-'89	
Construction Main Line	1,500,000	7	" "	" "		86
" S. W. Branch	3,232,000	7	" "	" "		
St. Louis County bonds	700,000	7	" "	" "	1885	
Panama:						
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	101½
1st Mortgage Sterling	346,000	7	April & Oct.	"	1875	
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	
Peninsula:						
1st Mortgage	1,029,000	7	March & Sept.	New York.	1898	80
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	99½
2d Mortgage	2,621,000	6	April & Oct.	"	1875	97
2d Mortgage Sterling	2,283,840	6	"	London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	631,000	6	April & Oct.	Boston.	'74-'75	
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876	
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7				
1st Mortgage (1859-'70-'75)	365,000	6			var.	
3d Mortgage (1862-'70-'72)	378,000	6			var.	
Special Mortgage (1865-'68)	175,000	6			var.	
Last Mortgage (1861 to 1869)	133,500	8			var.	
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	
" 1836, "	182,400	5	" "	"	1850	
" 1849, "	2,695,600	6	April & Oct.	"	1870	95
" 1861, "	106,000	6	Jan. & July.	"	1871	96
" 1843, "	1,525,800	6	" "	"	1880	90
" 1844, "	804,000	6	" "	"	1880	90
" 1848, "	101,000	6	" "	"	1880	90
1849, "	67,000	6	" "	"	1880	90
1857, (convertible)	415,500	6	" "	"	1886	105⅞
1856, "	60,000	7	" "	"	1886	
Phila., Wilmington and Baltimore:						
Mortgage Loan	496,000	6	Jan. & July.	Philadelphia.	1884	98½
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	74½
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	101
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	95
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" (series I)	360,000	7	Mar. & Sept.	" "	1912	"
" (series K)	860,000	7	April & Oct.	" "	1912	"
(series L)	860,000	7	May & Nov.	" "	1912	"
" (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	88
Bridge Bonds	163,500	7	May & Nov.	Philadelphia.	1876	
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	75
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64-'74	
Quincy and Chicago:						
1st Mortgage	1,200,000				1873	
Racine and Mississippi:						
1st Mortgage (Eastern Division)	680,000	8		New York.		
1st Mortgage (West'rn Division)	757,000	8		" "	1875	35
Raleigh and Gaston:						
Coupon	100,000				1862	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	'87-'88	
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	
Mortgage (Coupon)	3?2,000	7	Feb. & Aug.	"	1875	
Mortgage (Registered)	504,000				1873	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6			1860	
Richmond and Petersburg:						
Coupon	159,000				1875	25½
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	120
2d Mortgage	937,500	7	" "	"	1863	61
3d Mortgage	440,000	7	" "	"	1863	1
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.		1900	78½
2d Mortgage	16 000	7			1866	
3d Mortgage	148,000	7			1875	
Six per cents	73,972	6			1878	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	
Seaboard and Roanoke:						
1st Mortgage	300,000	7			1880	
3d Mortgage	75,000	7			1870	
South Carolina:						
State Loan	187,000	5			1868	
Domestic Bonds	650,000	5			'69-'74	
Domestic Bonds, past due	234,000	5				
Sterling	2,000,000	5	Jan. & July.	London.	1866	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	631,000				1875	
Steuben and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	98
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	91
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	81½
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	77
Toledo, Peoria & Warsaw:						
1st Mortgage	1,600,000	7	June & Dec.	New York.	1894	
Terre Haute and Richmond:						
1st Mortgage (convertible	60,000	7	March & Sept.	New York.	1866	
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	93
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	77
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund Bonds	152,355	7				86
Equipment bonds	600,000	7				68
Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	120
2d Mortgage Coupon	1,500,000	7	Jan. & July.	"	1867	41
Vermont and Massachusets:						
Mortgage Bonds	924,905	6	Jan. & July.	Boston.	1883	95
Vermont Valley:†						
1st Mortgage	386,000	7	April & Oct.		1860	
1st Mortgage	114,000	6	" "		1860	
2d Mortgage	293,200	7	" "		1859	
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	206,500	5	" "	Richm'd &	1872	
Mortgage, (coupons)	983,000	6	" "	New York.	1884	
State Loan 1859-'60	210,000	6		Richmond		
Coupon bonds of 1865	33,000	8		"	1876	
Funding Interest bonds	83.125	8		"	'70-'77	
Dividend bonds	122,613	6		"	'55-'75	
Bonds not secured by mort	61,584	6		"	due.	
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	
1st Mortgage	500,000	6	" "	New York.	1872	
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	
Salt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	
Warren (N. J.):						
1st Mortgage	600, 000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	107½
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68-'71	
Dollar Bonds	950,000	6	" "	Boston.	1875	100
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'76	100½
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July,	Philadelphia.	1880	100
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	
2d Mortgage	200,000	7	" "	" "	1872	
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July	London.	1863	
Sterling, issued in 1853	144,500	6			1853	
Company's endorsed by State.	150,000	6			1873	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	....	....	....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,886	—	....
28 Feb. '59	30.3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	....
30 Jun. '59	57.0	—	....	171.3	....	....	....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	....
1 May, '61	469.3	13.5	....	49.4	40	28	502	*Mobile and Ohio*	12 000,000	*	—	.....	.....	.....	.....	....	.....	1,402,858	695,370	—	....
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	260,269	6	....
								ARKANSAS.													
3 Nov. '58	38.5	—	....	107.5	....	....	....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	....	....	....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,594	....	....
								CONNECTICUT.													
31 July '65	23.8	—	1.9	—	6	5	47	Danbury and Norwalk	345,798	66,483	8,256	306,900	100,000	—	.....	23.8	53,855	103,333	26,249	3	....
31 Jan. '66	122.4	—	17.7	75.1	18	20	310	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	.....	.....	122.4	319,423	644,725	166,186	—	....
31 Aug '66	61.4	10.2	66.9	—	25	32	425	Hartford and New Haven	3,284,237	254,000	1,256,328	3,000,000	927,000	132,497	4,794,565	75.2	498,002	1,591,804	511,677	12	175
31 Dec. '65	74.0	—	8.9	—	10	12	261	Housatonic	2,439,775	*	347,819	2,000,000	252,500	150,848	2,787,594	124.0	192,989	478,095	65,463	—	—
31 Dec. '65	57.0	—	2.0	—	8	11	188	Naugatuck	1,465,639	*	—	1,100,000	295,000	34,065	.....	62.0	159,074	419,469	135,922	10	—
28 Feb '66	50.0	—	2.6	—	8	10	30	N.Haven, N. London and Ston.	1,454,040	*	—	738,538	766,000	.....	.....	62.0	.....	67,143	loss.	—	—
30 Nov. '65	76.2	3.3	9.3	—	4	2	16	New Haven and Northampton	1,787,565	*	—	1,010,000	628,800	9,442	.....	85.0	48,662	172,590	74,758	2	—
31 Dec. '65	66.0	20.0	5.9	14.0	8	12	84	New London Northern	861,135	*	10,607	700,000	132,814	18,746	871,742	86.0	202,567	306,766	53,204	8	85
31 Mar. '66	61.3	1.0	63.8	—	34	77	412	New York and New Haven	4,656,302	970,220	855,456	5,000,600	2,000,000	140.785	8,081,181	117.4	629,209	1,982,213	549,834	9	115
30 Nov. '65	59.4	7.0	8.2	—	18	17	392	Norwich and Worcester	2,463,983	149,711	498,986	2,363,600	580,000	9,261	2,952,861	66.4	329,984	714,058	268,396	9	115
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	—
31 Oct. '62	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	—
								FLORIDA.													
— — '62	154.2	—	....	150	....	....	....	*Florida*	.....	.....	—	.....	.....	.....	.....	....	.....	.....	.....	—	....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	....
— — '62	59.9	—	5.0	—	....	....	....	*Fla., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	....	.....	.....	.....	—	....
— — '62	100.0	3.9	10.0	153 5	....	....	....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	....
								GEORGIA.													
30 Jun. '66	86.7	—	....	—	16	6	85	Atlanta and West Point	1,200,079	*	96,462	1,232 ?00	36,500	22,721	1,296,541	86.7	.....	415,411	54,648	4	....
— — '62	92.6	—	8.7	70.9	....	....	....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	....
31 Dec. '60	53.0	—	....	—	....	....	....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	.....	.....	53.0	.....	168,988	95,612	—	....
30 Apr. '60	43.5	—	....	23.7	....	....	....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	....
30 Nov. '60	191.0	—	....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,590,173	229.0	879,468	1,715,025	764,574	10	....
31 Mar. '60	171.0	61.0	....	—	....	....	....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,188	528,043	8	....
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102 5	226,241	404,618	212,676	19	....
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	....
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	13	....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	.....	832,343	454,541	—	....
								ILLINOIS.													
31 Dec. '65	280.0	—	....	—	66	32	1,098	Chicago and Alton	8,308,919	*	1,699,305	4,208,600	4,019,000	489,226	10,008,224	280.0	1,450,280	3,540,092	1,833,517	8½	109
30 Apr. '66	317.0	83.0	47.0	—	111	54	2,142	Chic., Burlington and Quincy	12,777 552	2,670,210	2,070,679	10,193,010	5,754,406	204,207	17,518,440	400.0	2,083,580	6,175,553	2,799,435	31	131
31 May, '65	242.0	688.0	....	—	154	94	3,145	Chicago and Northwestern	37,323,791	*	2,356,660	26,155,641	12,020,483	825,398	39,680,452	930.0	.....	6,820,750	1,802,272	—	42½
31 Mar. '66	181.8	—	....	—	65	71	1,305	Chicago and Rock Island	8,050,132	*	2,265,632	6,500,000	1,448,000	—	10,315,764	228.4	1,234,851	3,154,236	1,442,781	10	102½
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	.....	4,214,342	180.0	.....	742,097	377,476	—	....
31 Dec. '65	454.8	252.5	....	—	148	76	3,397	*Illinois Central*	30,529,844	*	—	23,374,400	13,231,500	—	40,668,060	708.3	3,507,466	7,181,208	2,174,924	10	120½
31 Dec. '65	118.0	—	....	112	15	6	234	Toledo, Peoria & Warsaw	4,353,624	525,000	92,307	3,104,654	1,600 000	114,962	4,970,931	111.0	224,563	580,333	250,189	—	—
31 Dec. '65	195.0	14	12.2	—	46	30	1,002	St. Louis, Alton & Terre Haute	10,700 000	.....	—	4,000,000	6,700,000	—	10,700,000	209.0	.....	2,240,744	488,558	—	39½
								INDIANA.													
— — —	224.0	—	....	—	41	23	765	Chicago and Great Eastern	.....	.....	.....	4,390,000	5,600,000	.....	.....	224.0	.....	.....	.....	—	44
31 Aug. '65	132 0	—	....	—	14	10	187	Evansville and Crawfordsville	2,312,344	288,255	125,587	1,142,834	1,240,000	4,562	2,726,187	132.0	246,145	559,128	246,720	—	....
31 Dec. '62	72.4	—	....	—	19	17	266	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,893	158,541	—	....
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	86
31 Dec. '64	84.0	—	....	—	15	....	....	Ind., Pittsburg and Cleveland	2,735,556	*	240,522	1,372,000	997,000	106,879	2,975,878	84.0	384,539	771,763	307,832	—	—
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,859	527,863	268,156	—	—
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,538,763	132 0	.....	315,172	117,941	6	100
— — '58	288.0	—	....	—	....	....	....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40	—	36½
30 Nov. '65	73.0	—	....	—	26	23	564	Terre Haute and Indianapolis	1,988,150	*	967,278	1,928,150	60,000	218,000	2,955,428	73.0	411,278	1,248,726	598,671	12	159½
								IOWA.													
30 Apr. '66	75.5	—	....	176.5	11	8	275	*Burlington and Missouri River*	3,215,917	*	235,796	1,541,804	1,902,110	7,717	3,451.713	75.5	125,325	466,745	181,417	—	....
31 Dec. '65	144.0	—	....	176.0	13	9	151	Dubuque and Sioux City	5,091,8?1	*	151,455	3,660,922	960,000	438,415	5,243,316	144.0	282,384	618,205	180,962	—	....
1 Jun. '68	38.5	—	....	101.3	4	1	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	....
30 Jun. '65	135.0	95.0	....	312.0	....	....	....	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	.....	.....	.....	—	....
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	....	....	....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	
30 Jun. '66	29.0	—	3.1	—	14	13	225	Lexington and Frankfort	605,298	52,300	71,669	514,646	79,000	8,644	729,257	29.0	239,626	174,049	46,707	7	80
30 Jun. '66	65.1	—	5.4	—				Louisville and Frankfort	1,405,910	126,735	142,613	1,109,594	319,519	20,497	1,675,258	65.1		389,171	108,903	5	66
30 Jun. '66	185.0	149.0	26.9	47.5	65	42	679	Louisville and Nashville	10,062,764	*	2,691,582	5,490,106	3,125,491	453,051	12,754,346	334 0	959,947	3,145,189	1,592,055	8	—
								LOUISIANA.													
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	339,297	5,855,320	80.0	180,204	481,922	223,649	—	—
31 Mar. '61	206.0	—	....	205.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,049,752	—	.....	2,665,000	1,150,717	.....	206.0	.....	1,232,624	555 434	—	—
31 Aug '60	53.7	—	....	135.8	....	....	—	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1,283,015	248,969	108,434	1,710,819	53.7	.....	.....	.....	—	—
								MICHIGAN.													
30 Sep. '62	57.0	—	....	—	—	—	—	Chic. Detroit & Can. G.T. June.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	—	—	—	—	—	—	—
30 Jun. '62	188.0	—	....	—	....	....	....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.6	.....	340,898	.....	—	—
31 May '66	284.8	—	28.4	—	97	74	1,558	Michigan Central	14,316,423	*	871,767	6,982,866	7,463,489	281,032	15,188,190	329.3	1,741,670	4,446,490	1,638,114	15	106½
31 Mar. '66	246.0	277.8	....	—	98	100	1,500	Mich. S'th'n & N'th'n Indiana	14,911,163	1,644,259	1,314,784	10,471,500	8,537,175	663,971	19,672,646	523.8	2,181,615	4,686,445	1,936,788	6	79
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	—	—	.....	575,000	.....	.....	....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	—	—	.....	600,000	.....	.....	....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	—	—	.....	500,000	.....	.....	....	.....	.....	.....	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236,0	.....	584,342	328,092	—	—
31 Oct. '59	71.4	—	....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	—
31 Dec. '58	83.2	—	....	60.4	....	....	....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,059	—	—
								MISSOURI.													
31 Aug. '63	06.8	—	13.2	—	31	24	525	*Hannibal and St. Joseph*	12,983,740	*	—	7,158,836	7,177,600	—	.....	206.8	579,324	1,047,567	420,026	—	57½
28 Feb. '66	182.0	—	17.7	210.0	23	27	429	*North Missouri*	6,944,583	815,063	206,715	2,469,540	4,400,000	106,235	8,026,361	182.0	.....	1,020,089	267,804	—	—
31 Dec. '62	152 0	—	3.6	....	....	....	....	*Platte County*	1,200,000	*	—	500,000	700,000	.....	.....	52.0	.....	.....	.....	—	—
28 Feb. '66	283.0	—	14.4	—	48	31	645	*Pacific*	13,635,014	1,504,015	439,157	3,581,599	9,200,000	1,150,743	15,628,186	233.0	831,433	1,794,356	400,826	—	—
— —	—	77.0	3.9	206.0	—	—	—	*South-West Pacific*	4,819,490	119,738	—	—	2,000,000	—	2,000,000	114.0	.....	.....	.....	—	—
28 Sep '64	86.5	3.6	8 2	—	16	13	219	*St. Louis and Iron Mountain*	5,487,063	360,029	—	1,971,222	3,501,000	40 558	6,352,109	90.1	286,189	399,291	229	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "ni
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,584	757,381	63.5	76,344	79,761	43,461	—	—
30 Jun. '66	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	7,654,089	*	—	2,494,900	3,471,560	1,985,870	7,952,330	149.0	878,873	1,116,113	177,873	—	45
31 Dec. '65	63.0	9.5	8.0	—	12	11	120	Portland and Kennebec	3,000,000	*	—	1,000,000	2,000,000	—	3,000,000	109.5	274,410	580,316	97,709	—	—
31 May, '65	99.7	9.5	.....	—	13	15	233	Maine Central	4,212,201	*	57,091	1,447,060	2,733,800	120,597	4,301,457	109.2	171,568	489,592	219,302	—	—
31 May, '65	51.3	—	.....	—	12	4	119	Portland, Saco and Portsmouth	1,491,207	*	100,000	1,500,000	—	—	1,690,904	51.3	161,056	450,422	236,767	6	100
								MARYLAND.													
30 Sep. '63	279.6	7.2	.....	—	225	100	3,000	Baltimore and Ohio	21,323,338	3,621,755	11,866,233	16,151,962	10,112,584	897,539	36,811,376	236.8	2,938,010	6,509,945	4,544,097	3	116½
30 Sep. '63	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,379,841	39.0	.....	703,123	429,390	4½	127
31 Dec. '65	133.0	4.0	25.0	—	60	55	3,496	Northern Central	9,247,136	1,104,744	1,692,961	4,518,900	5,211,244	1,639,780	12,044,841	261.0	1,642,015	3,315,510	1,328,793	8	45½
								MASSACHUSETTS.													
30 Nov. '65	84.9	14.0	6.8	—	12	6	37	Boston, Hartford & Erie	9,250,112	833,296	6,548,837	11,775,500	7,681,900	71,887	19,429,287	34.0	95,003	110,047	—	—	10½
30 Nov. '65	26.7	1.8	16.8	—	24	38	534	Boston and Lowell	2,446,495	192,638	381,467	1,830,000	640,000	47,118	3,020,600	70.9	428,213	752,605	172,232	6	115½
31 May, '66	74.3	8.8	50.4	—	37	80	744	Boston and Maine	3,966,254	446,557	973,430	4,076,974	—	328,388	5,386,291	164.3	747,272	1,521,159	393,812	9	132
30 Nov. '65	47.0	7.0	32.5	—	28	39	859	Boston and Providence	3,392,600	207,400	—	3,600,000	21,600	—	4,218,927	61.8	450,096	1,221,104	366,333	10	136
30 Nov. '65	44.6	24.0	60.8	—	32	69	309	Boston and Worcester	4,062,584	437,416	1,413,789	4,500,000	—	765,740	5,913,789	83.6	669,234	1,697,164	537,057	10	142
30 Nov. '65	46.0	1.1	2.7	—	7	18	41	Cape Cod Branch (par 60)	907,760	123,864	—	721,926	25,700	15,000	1,098,092	47.1	88,000	167,031	57,695	6¾	66
30 Nov. '65	50.0	2.4	9.6	—	12	23	158	Connecticut River	1,813,980	*	303,239	1,591,100	250,000	104,138	2,117,219	52.4	221,748	533,109	175,404	6	108
30 Nov. '65	44.1	30.5	27.5	—	32	60	544	Eastern	4,452,999	362,965	752,874	3,155,000	1,798,600	414,208	5,568,837	89.0	622,202	1,277,075	490,768	6	107½
30 Nov. '65	51.0	42.5	75.8	—	27	26	654	Fitchburg	3,189,851	350,149	410,961	3,540,000	—	6,507	5,950,961	93.4	457,261	993,694	314,255	8	116
30 Nov. '65	14.0	—	2.8	—	4	4	20	Fitchburg and Worcester	276,000	*	—	247,900	2,000	4,270	301,200	14.0	37,166	66,390	20,427	6	----
30 Nov. '65	12.4	—	2.8	—	2	4	20	Lowell and Lawrence	332,883	30,275	—	200,000	75,000	2,754	307,872	(Op	er. by B	oston &	Lowell)	6	----
30 Nov. '65	14.5	—	17.2	—	10	17	240	Nashua and Lowell	620,153	92,870	101,968	300,000	—	91,748	814,991	71.0	185,647	300,994	51,227	8	125
30 Nov. '65	20.1	1.2	1.2	—	4	18	67	New Bedford and Taunton	451,982	48,018	—	500,000	195,500	—	695,500	36.7	70,108	261,745	51,118	8	101½
31 May, '66	98.5	8.8	27.5	—	32	56	379	Old Colony and Newport	4,433,317	*	2,609,822	4,519,760	551,500	1,467,341	7,043,139	145.0	.....	1,295,643	526,448	8	98½
30 Nov. '65	18.6	—	0.7	—	1	3	—	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	40,640	102,931	31,521	8	105½
30 Nov. '65	43.4	1.0	14.9	—	14	14	452	Providence and Worcester	1,401,056	209,053	166,507	1,700,000	—	76,616	1,776,616	44.4	238,512	543,995	140,129	8	124½
30 Nov. '65	16.9	—	1.7	—	3	4	197	Salem and Lowell	382,470	81,543	—	243,305	226,900	522	470,727	(Op	er. by B.	& L. Co.)	—	1	110½
30 Nov. '65	11.1	0.6	1.1	—	3	10	76	Taunton Branch	250,000	*	—	250,000	—	—	312,186	11.7	49,555	229,724	24,454	8	----
30 Nov. '65	0.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	(Surrend	ered	to the C	ommon	wealth.)	—	----
30 Nov. '65	69.3	8.0	5.5	—	11	13	180	Vermont and Massachusetts	2,240,079	225,650	169,988	2,860,000	558,955	—	3,635,667	77.3	151,327	390,086	122,397	2	58
30 Nov. '65	156.1	17.3	126.6	—	78	45	1,290	Western (incl. Alb. & W.S. etc.)	10,176,144	1,095,713	5,076,949	5,627,700	6,269,520	458,041	16,348,806	218.0	1,358,514	3,431,584	1,226,658	10	136
30 Nov. '65	45.7	—	9.8	—	10	12	143	Worcester & Nashua (par 83⅓)	1,164,398	*	224,309	1,141,000	35,500	62,759	1,388,706	45.7	194,712	431,606	183,750	7½	114½
								NEW HAMPSHIRE.													
31 Mar. '66	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	349,233	1,800,000	1,050,000	31,216	3,199 233	93.5	.....	422,829	134,871	—	57½
30 Nov. '65	53.6	—	8.0	—	18	16	246	Cheshire	2,787,442	*	180,307	2,085,925	677,400	—	2,967,749	76.6	417,001	629,622	101,259	2½	----
31 Mar. '66	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	171,775	1,500,000	—	—	1,671,775	121.4	527,354	867,957	151,863	8	66
31 Mar. '66	26.9	—	2.8	—	2	—	—	Manchester & Lawrence	825,000	175,000	52,327	1,000,000	—	—	1,052,327	—	.....	.....	101,242	8	108½
31 Mar. '66	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	.....	52.7	.....	.....	.....	—	----
31 Mar. '66	69.2	13.0	12.5	—	23	12	458	Northern New Hampshire	3,068,400	*	740,296	3,068,400	151,400	254,341	3,908,696	82.2	387,789	615,728	215,973	9	106
								NEW JERSEY.													
31 Dec. '65	64.2	11.0	8.1	—	.....	.....	.....	Belvidere Delaware	3,425,078	*	—	997,112	2,193,000	259,472	3,449,585	75.2	.....	595,459	141,448	—	----
31 Dec. '65	61.2	42.4	74.9	—	74	95	171	Camden and Amboy	9,476,368	*	4,815,144	6,842,200	10,169,472	175,000	.....	124.2	.....	6,274,657	1,702,359	10	131
31 Dec. '65	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,885,941	*	—	1,062,743	1,034,775	143,352	2,240,871	60.2	.....	283,638	94,067	—	10
31 Dec. '65	74.0	12.0	74.0	—	65	52	1,071	Central of New Jersey	11,849,791	1,283,773	528,171	10,685,949	1,509,000	838,636	13,561,735	86.0	1,187,978	3,036,390	1,287,956	10	124
31 Dec. '65	53.0	—	.....	45.5	24	43	274	Morris and Essex	6,537,292	*	145,427	3,199,060	3,084,775	108,104	6,682,719	53.0	314,000	680,456	166,670	7	80
31 Dec. '65	73.8	—	.....	—	35	98	180	New Jersey	3,903,171	738,164	1,793,064	5,000,000	805,000	—	6,434,399	33.8	654,192	1,875,981	808,323	10	130½
31 Dec. '65	21.3	—	.....	—	2	6	17	Northern New Jersey	461,562	*	—	158,800	260,000	64,521	483,321	21.2	103,815	185,032	26,874	—	----
31 Dec. '65	65.0	16.0	.....	—	.....	.....	.....	Raritan and Delaware Bay	3,975,489	*	—	2,520,700	1,498,800	664,885	4,684,385	81	—	320,644	loss.	—	65
31 Dec. '65	18.2	—	.....	—	.....	.....	—	Warren	2,008,300	—	—	1,408,300	600,000	—	2,008,300	18.2	.....	272,695	118.133	5½	91
31 Dec. '65	38.5	—	.....	47.	—	—	—	West Jersey	1,558,483	*	—	588,400	400,000	588,000	1,376,400	—	—	255,593	56,593	—	----
								NEW YORK.													
30 Sep. '65	82.0	—	4.5	58.0	9	12	153	Albany & Susquehanna	3,183,056	198,809	—	1,604,145	1,016,739	173,722	2,794,607	82.0	65,472	175,729	88,064	—	----
30 Sep. '65	142.0	—	13.0	—	28	32	411	Buffalo, New York and Erie	3,369,088	*	—	950,000	2,380,000	Leased	to Erie	Ra	ilway	Co.	233,100	13½	108½
30 Sep. '65	88.3	—	18.5	—	34	37	697	Buffalo and State Line	2,267,838	516,576	650,000	2,200,000	1,200,000	—	3,400,000	88.3	499,448	2,266,084	687,228	10	195
31 Dec. '65	460.0	97.0	3 3.0	—	332	133	5,335	Erie	47,646,351	*	5,645,544	25,105,800	22,379,982	4,299,762	53,291,895	807.0	6,839,028	15,434,775	5,066,511	4	64
30 Sep. '65	144.0	—	123.3	—	75	162	711	Hudson River	13,250,299	2,014,287	—	6,563,250	7,762,840	1,167	15,264,586	150.0	1,602,279	4,452,380	994,668	8	124
30 Sep. '65	94.0	13.0	10.0	—	17	43	146	Long Island	2,567,162	361,312	—	1,852,716	932,000	—	2,928,474	107.0	366,319	588,406	353,606	8	64
30 Sep. '66	297.8	258.1	432.8	—	276	292	5,309	New York Central	27,612,524	6,521,377	9,985,992	26,530,000	12,366,804	815,170	44,119,904	692.2	6,607,761	14,496,786	3,201,112	6	108½
30 Sep. '65	130.8	2.1	45.0	—	43	63	587	New York and Harlem	9,708,611	1,479,957	1,047,106	6,585,050	6,098,045	—	12,683,095	164.0	1,592,080	2,509,726	422,348	—	97
30 Sep. '65	118.0	4.0	18.0	—	26	25	353	Ogdensburg & L. Champlain	3,850,072	831,551	—	3,077,000	1,494,900	—	4,681,624	122.0	399,920	707,521	44,810	—	75
30 Sept. '65	18.0	—	0.5	10.3	.....	.....	—	Oswego and Rome	585,880	—	—	206,800	222,000	157,080	585,880	—	—	—	—	—	----
30 Sep. '65	36.3	0.4	2.2	—	5	14	63	Oswego and Syracuse	844,769	135,041	—	482,400	311,500	19,875	979,310	36.7	87,202	240,637	69,610	8	----
30 Sep. '65	25.2	—	4.0	—	27	64	491	Rensselaer and Saratoga	762,481	199,610	—	800,000	478,750	—	1,278,750	175.0	303.705	797,058	282,142	8	----
30 Sept. '65	18.5	—	1.3	—	.....	.....	—	Rochester & Genessee Valley	656,026	*	—	557,560	116,000	1,386	Leased	to	Erie	R'w.	35,837	—	----
30 Sep. '65	141.1	48.5	19.4	—	26	35	398	Rome, Watert'n & Ogdensb'g	3,096,542	368,304	—	1,991,900	1,603,908	55,928	3,651,736	189.6	434,252	979,787	302,076	10	95
30 Sept. '65	26.0	—	1.0	32.0	1	—	—	Saratoga and Hudson River	—	—	—	1,020,000	—	—	—	—	—	—	—	—	----
30 Sept. '65	21.0	—	1.6	—	.....	.....	—	Saratoga and Schenectady	483,684	—	—	300,000	45,000	Leased	to Renss	elae	r and S	aratoga	R. R	6	----
30 Sep. '65	40.9	6.7	3.9	—	.....	.....	—	Saratoga and Whitehall	930,207	—	—	500,000	355,000	"	"		"			6	----
30 Sep. '65	13.0	—	0.3	—	2	6	—	Staten Island	301,260	34,273	600,000	628,500	200,000	120,000	948,500	13.0	47,093	274,988	111,021	8	----
30 Sep. '65	81.0	—	8.1	—	12	13	121	Syracuse, Binghamton & N.Y.	2,949,513	*	—	1,200,130	1,595,191	83,869	2,979,190	81.0	208,835	386,921	39,174	—	----
30 Sep. '65	34.9	—	7.5	—	13	17	185	Troy and Boston	1,732,444	301,944	—	607,111	1,452,009	282,216	2,341,327	112.0	896,826	658,717	280,060	—	----
30 Sept. '65	34.9	—	2.6	51.4	5	9	54	Utica and Black River	861,675	64,644	—	811,600	—	—	926,319	37.5	83,548	135,486	73,540	5	----
30 Sept. '65	10.3	—	—	—	.....	.....	.....	Warwick Valley	172,576	—	—	98,650	85,000	600	184,250	10.3	20,895	50,106	23,738	3	----
								NORTH CAROLINA.													
31 May, '66	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	----
31 May, '66	223.0	—	.....	—	25	17	172	North Carolina	4,947,374	*	715,524	4,000,000	339,000	327,480	5,662,898	223.0	361,046	890,480	loss.	—	----
— — '65	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	.....	.....	97.0	.....	206,917	108,541	—	----
30 Sep. '65	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469,458	219,638	—	----
30 Sep. '65	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	----
15 Mar. '66	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	----
								OHIO.													
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	289,017	2,562,251	1,040,550	116,574	3,719,374	118.2	523,741	976,881	279,068	—	----
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,678,000	1,126,458	6,810,432	141.0	653,028	857,701	350,271	—	24
31 Mar. '66	60.3	—	.....	—	27	27	464	Cinc., Hamilton and Dayton	3,920,736	826,107	1,249,734	3,000,000	1,629,000	820,500	5,996,577	202.0	.....	1,361,566	532,289	9	85
31 Dec. '64	131.8	—	.....	31.0	16	14	232	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	.....	.....	—	----
31 Dec. '65	135.4	55.8	.....	—	44	28	784	Cleveland, Columbus and Cinc.	4,000,000	750,000	2,093,260	6,000,000	475,000	325,060	6,843,260	191.2	967,820	2 386,132	663,205	10	111
31 Oct. '65	95.5	—	33.5	1.0	36	26	993	Clev., Painesville & Ashtabula	3,802,784	986,337	—	5,000,000	1,500,000	—	6,500,000	95.5	572,916	2,359,222	1,148 561	35	----
30 Nov. '65	101.0	102.5	.....	—	68	31	1,175	Cleveland and Pittsburg	9,320,163	*	354,145	5,403,911	3,880,848	83,292	9,674,307	203.5	1,429,741	2,696,377	736,794	5	89½
31 May '66	109.2	79.4	.....	—	37	39	771	Cleveland and Toledo	6,672,157	868,769	828,893	4,841,600	2,746,280	114,996	8,369,819	188.6	994,554	2,388,868	1,035,717	13	125½
30 Nov. '65	54.5	61.5	16.5	—	.....	.....	—	Columbus and Xenia	1,451,415	—	691,826	1,786,200	284,600	54,717	2,143,240	ope	r. w. Lit.	Miami.	291,148	10	----
31 Mar. '66	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,599,860	494,454	75,697	2,384,941	3,754,630	186,762	6,326,333	142.0	.....	951,357	339,924	—	----
30 Nov. '65	83.5	—	39.6	—	45	40	682	Little Miami	3,585,680	—	1,535,042	3,572,400	1,400,000	2,020	5,120,723	138.0	1,089,067	2,446,391	582,296	10	110½
31 Dec. '65	178.8	77.6	13.1	—	58	20	485	Marietta & Cincinnati, re-org.	15,850,779	*	1,578,999	12,667,658	3,688,385	315,434	17,429,777	250.8	739,960	1,224,058	445,302	—	----
30 Apr. '65	192.3	—	.....	—	48	54	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,932	119,032	—	----
31 Jun. '66	153.9	16.0	.....	—	26	17	423	Sandusky and Cincinnati	3,988,354	596 400	391,992	3,882,163	1,218,972	109,313	4,972,748	205.9	346,671	694,520	134,081	—	----
31 Dec. '65	116.0	9.0	.....	—	10	7	233	Sandusky, Mansfield & New'k	2,189,890	*	38,934	898,204	1,291,800	38,820	2,228,824	125.0	241,240	382,807	166,133	—	----
31 Dec. '64	442.4	—	—	—	48	18	739	Toledo & Wabash	9,080 918	*	—	3,477,050	6 663,868	—	10,243,015	250.0	1,244,358	2,050,322	945,492	3½	43

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies n
Running *dots* (----) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Jan. ,66	44.0	—	----	136.0	13	11	113	Allegheny Valley	2,350,728	232,046	293,573	1,948,400	614,000	313,542	2,876,342	44.0	134,201	356,277	123,892	—	16
31 Dec. '65	387.0	103.0	----	117.0	139	96	3,059	Atlantic and Great Western	46,606,475	*	1,454,305	13,441,150	30,000,000	1,796,588	48,060,780	430.0	2,647,709	5,811,233	2,125,200	—	----
31 Oct. '65	65.0	2.5	4.0	—	21	9	413	Catawissa	3,634,000	*	—	3,350,000	279,000	—	3,629,000	69.5	240,418	370,223	149,587	—	----
30 Sep. '65	74.0	—	5.4	—	13	12	106	Cumberland Valley	1,582,937	*	519,459	1,316,900	470,500	51,467	2,102,396	74.0	150,698	4	140,779	8	83½
31 Oct. '65	113.0	4.0	59.0	—	85	17	3,070	Del., Lackawanna and West'n	7,583,706	2,668,113	—	10,247,050	3,491,500	742,585	14,481,135	204.5	1,437,353	1,733,320	38,671	15	144½
31 Oct. '65	36.0	1.7	7.7	—	9	6	88	East Pennsylvania	1,273,765	161,589	—	604,400	598,400	44,888	1,247,688	37.7	161,484	380,743	201,072	—	----
31 Dec '65	78.0	—	10.0	—	18	—	—	Elmira and Williamsport	2,620,000	*	—	1,000,000	1,620,000	Leased	to North.	Cen.	302,872	580,973	loss.	5	30
31 Oct. '65	18.5	—	8.0	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,000	—	1,000,000	18.5	149,538	454,480	138,683	10	----
31 Oct. '65	81.0	2.0	4.3	—	13	11	349	Erie and Pittsburg	1,696,921	477,016	—	664,300	1,250,000	300,000	2,214,300	83.0	176,032	490,220	199,200	—	----
31 Oct. '65	36.0	18.0	17.7	—	—	—	—	Harrisburg and Lancaster	1,882,550	*	—	1,182,550	700,000	--------	1,882,550	54.0	oper. by	Penn.	R.R.Co.	7	56
31 Oct. '65	32.0	—	1.3	44.0	4	2	14	Hempfield	1,616,459	41,341	—	1,809,565	500,000	100,000	2,409,565	32.0	30,875	53,829	1,195	—	----
31 Oct. '65	44.0	14.5	11.7	6.0	16	2	133	Huntingdon and Broad Top	2,089,328	*	—	685,130	1,436,082	389,318	2,510,580	58.5	173,778	352,213	78,702	—	16
31 Oct. '65	80.0	2.0	34.5	—	20	6	1,278	Lackawanna and Bloomsburg	3,735,613	40,714	—	1,335,000	2,276,725	121,409	3,733,134	82.0	173,037	633,015	60,201	—	----
31 Oct. '65	70.0	17.5	64.0	—	62	12	2,873	Lehigh Valley	7,804,068	2,037,526	—	6,632,250	1,477,000	—	8,109,250	87.5	647,080	3,049,860	1,851,630	10	65½
31 Oct. '65	28.3	5.0	8.0	—	--	---	—	Little Schuylkill	1,466,283	—	—	2,646,100	905,000	73,555	3,624,655	(ope	r. by Re	ading	R. R.)	8	32½
31 Oct. '65	130.5	—	63.3	—	31	---	51	Mine Hill and Schuylk. Haven	3,708,200	*	—	3,708,200	—	—	3,708,200	(	"	"	")	8	57
31 Oct. '65	55.6	14.2	13.9	—	23	22	686	North Pennsylvania	5,671,164	665,004	193,031	3,150,150	3,105,785	218,386	6,629,199	69.8	318,861	875,064	412,353	—	39½
31 Dec. '65	354.8	38.7	473.4	—	352	141	5,999	Pennsylvania	28,434,310	3,375,024	14,041,462	20,000,000	16,750,124	3,651,447	45,850,796	839.2	6,604,300	17,459,169	4,189,111	10	56½
31 Oct. '65	17.0	3.0	22.0	—	18	42	119	Phila., Germant'n & Norrist'n	1,139,079	268,489	—	1,476,300	183,000	—	1,659,300	24.0	311,091	656,739	336,376	8	68
31 Oct. '65	287.6	—	55.0	—	89	38	1,116	Phila. and (Sunbury) Erie	17,632,766	—	—	5,069,450	18,000,000	2,000	18,071,450	(ope	r. by Pe	nn. R.R	. Co.)	—	31
30 Nov. '65	93.0	59.5	233.3	—	254	65	7,082	Philadelphia and Reading	22,280,948	3,765,774	4,561,353	20,240,673	6,900,668	—	30,608,075	471.3	3,688,309	11,142,519	4,812,271	10	51½
31 Oct. '65	26.5	—	26.5	—	—	—	—	Philadelphia and Trenton	1,336,386	—	245,695	999,200	200,000	—	1,199,200	28.2	177,433	1,030,432	845,891	10	126
31 Oct. '65	96.0	—	83.6	—	52	85	988	Phila., Wilmington and Balt.	8,362,122	744,425	1,562,695	8,978,300	516,000	452,836	10,669,242	197.0	981,465	3,884,609	1,046,804	10	55½
31 Oct. '65	59.5	—	11.4	89.5	12	11	84	Pittsburg and Connellsville	2,361,664	198,820	—	1,774,773	1,500,000	64,208	3,784,101	72.0	272,688	394,363	130,361	—	9
31 Dec. '65	468.3	15.0	128.0	—	189	119	2,237	Pittsb'g, Ft. Wayne & Chicago	23,188,381	*	3,362,312	9,312,442	12,573,000	1,597,620	26,545,693	483.3	4,623,078	8,489,062	3,283,547	10	99½
31 Dec. '65	28.0	—	6.2	—	8	—	—	Shamokin Valley & Pottsville	1,178,773	112,824	—	500,000	791,597	Leas'd t	o Northn	Cen.	144,006	316,498	116,006	4	40
31 Oct. '65	26.4	—	3.3	—	8	13	31	Westchester & Philadelphia	1,331,640	143,557	—	684,036	962,300	130,840	1,777,176	26.4	138,578	347,240	200,598	—	----
31 Oct. '65	30.6	—	4.4	—	7	3	228	Tioga	821,200	212,788	—	437,800	326,000	26,292	790,092	30.6	112,409	303,223	128,826	4	46
								RHODE ISLAND.													
31 Aug. '65	62.0	—	4.0	—	16	18	140	N. Y., Providence and Boston	2,568,000	*	—	1,755,281	500,000	—	--------	62.0	340,600	625,641	169,823	12	98
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	----	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	-------	-------	-------	—	----
31 Dec. '58	109.6	—	----	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	-------	--------	109.6	-------	288,263	151,536	6	----
1 Jan. '59	143.2	21.3	----	—	---	---	----	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	--------	164.5	-------	341,190	125,871	----	----
28 Feb. '59	102.0	—	----	—	---	---	----	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	-------	220,014	96,145	—	----
31 Dec. '65	136.0	106.0	----	- -	44	28	252	South Carolina	8,820,883	466,408	511,266	5,819,275	3,071,000	711,297	9,798,557	242.0	-------	413,757	196,985	—	----
								TENNESSEE.													
30 Sep. '60	47.6	—	----	—	---	---	----	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	-------	29,967	19,187	—	----
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	--------	140.0	-------	318,718	187,466	—	----
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	--------	130.3	150,142	297,806	149,167	—	----
30 Jun. '66	271.6	19.4	20.0	—	52	41	349	Memphis and Charleston	5,966,205	844,284	448,922	5,312,725	2,885,990	1,462,314	11,093,891	291.0	405,051	1,274,307	624,142	—	----
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	--------	—	—	—	—	—	----
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	-------	--------	—	—	—	—	—	----
1859	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	--------	59.4	69,870	177,256	60,029	—	----
1859	47.4	—	2.3	- -	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	--------	47.4	54,175	83,129	44,666	—	----
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	--------	34.2	30,065	23,808	13,892	—	----
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	-------	--------	159.0	-------	734,118	337,384	6	----
1859	—	—	----	—	—	—	—	Nashville and Northwestern	--------	—	—	-------	-------	-------	--------	—	—	—	—	—	----
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	--------	45.8	57,950	127,953	87,243	—	----
1859	30.0	—	0.6	8.0	---	---	—	Winchester and Alabama	--------	—	—	216,962	413,000	408,477	--------	30.0	-------	1,248	—	—	----
								TEXAS, (*all aided by State*).													
-- -- '58	32.0	—	----	158.0	---	---	----	Buffalo Bayou, Braz.& Col'r'do	--------	--------	—	-------	-------	-------	--------	32.0	-------	-------	-------	—	----
-- -- '58	56.0	—	----	184.0	---	---	----	Galvest., Houst. & Henderson	--------	--------	—	-------	-------	-------	--------	56.0	-------	-------	-------	—	----
-- -- '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	--------	—	275,000	240,000	171,560	--------	50.0	31,300	32,670	-------	—	----
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	--------	70.0	102,200	282,846	196,568	—	----
-- -- '59	25.0	—	----	110.0	---	---	----	San Antonio & Mexican Gulf	--------	--------	—	-------	-------	-------	--------	25.0	-------	-------	-------	—	----
								VERMONT.													
May '66	110.3	—	6.6	—	10	10	302	Connect. & Passumpsic Rivers	2,890,663	*	190,797	1,837,500	605,700	136,003	3,081,460	105.0	172,500	480,577	175,993	—	----
Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,163	—	----
Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,683	—	1,097,000	-------	-------	1,206,683	62.5	136,761	185,474	67,785	—	----
31 May, '65	117.0	2.0	26.0	—	54	49	1,068	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	—	8,500,000	184.5	1,030,304	1,477,782	334,326	—	1½
31 May, '65	47.0	18.5	5.3	—	—	—	—	Vermont and Canada	2,250,000	—	—	2,140,000	—	-------	2,250,000	ope	r. by Vt.	Central	180,000	8	100½
Jun. '65	23.6	—	0.9	—	4	6	39	Vermont Valley	1,212,274	*	—	516,164	798,200	-------	--------	23.6	-------	90,273	34,358	—	----
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	832,000	700,000	-------	--------	ope	r.b.Troy	& Bost.	53,852	—	----
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	—	—	—	—	----
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	--------	113.7	703,034	136,302	43,062	—	----
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	----
30 Sep. '59	103.5	—	----	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	-------	--------	103.5	345,427	248,004	loss	—	16½
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	--------	--------	--------	2,063,655	2,517,500	590,056	--------	167.7	270,846	450,427	222,214	—	----
30 Sep. '59	123.3	10.1	----	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	-------	410,166	201,344	—	----
30 Sep. '59	59.2	21.3	----	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	-------	326,554	213,852	7½	----
30 Sep. '65	140.5	2.7	12.0	—	24	16	240	Richmond and Danville	6,392,659	*	2,318,432	2,000,000	1,658,500	775,142	8,711,091	191.7	-------	183,136	81,892	—	----
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	--------	78.6	159,981	279,945	145,885	7	----
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	--------	43.5	1,058,054	163,753	79,585	6	----
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	-------	--------	23.7	12,542	—	—	—	----
31 Jan. '60	80.0	—	----	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	-------	240,446	121,053	7	----
30 Sep. '66	178.2	—	21.3	7.0	30	15	176	Virginia Central	5,423,128	541,814	280,926	3,353,679	1,799,822	304,785	6,245,868	195.0	-------	487,449	120,136	—	----
30 Jun. '60	204.7	9.4	10.6	—	39	27	49	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	----
								WISCONSIN.													
31 Dec. '64	195.0	75.0	----	—	54	36	869	*Milwaukee and St. Paul*	9,650,000	*	—	3,400,000	6,250,000	—	9,650,000	370.0	1,125,571	2,118,118	508,555	—	47
31 Dec. '65	191.9	44.0	28.3	—	42	30	702	*Milw'kee and Prairie du Chien*	7,726,200	*	1,029,327	7,110,000	402,000	951,880	8,755,527	285.9	915,288	1,985,511	647,631	—	63
10 May, '64	103.9	—	10.6	—	20	22	557	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	142.3	466,043	490,597	138,210	—	
								CANADA.													
31 Jan. '63	161.0	—	----	—	31	27	40	Buffalo and Lake Huron (¼ y)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	161.0	-------	236,798	67,652	—	[illegible]
31 Dec. '62	49.0	—	----	—	16	17	214	Montreal and Champlain	2,462,589	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	-------	242,798	117,842	—	63
30 Jun. '63	1,096	137.0	----	78.0	204	130	2,399	Grand Trunk	[illegible]	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096	-------	4,368,510	1,154,855	—	----
31 July '63	229.0	115.5	63.0	—	92	126	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,435	-------	26,084,180	357.0	-------	3,011,860	1,649,510	1½	----
31 Dec. '64	94.5	1.6	----	—	18	20	337	Northern (O. S. & H.)	5,456,615	—	--------	-------	4,909,980	768,959	5,678,939	96.1	402,670	467,266	191,132	—	—
								NEW BRUNSWICK.													
31 Oct. '66	108.0	1.2	12.0	—	13	18	170	European & North American	4,747,713	*	—	4,658,706	—	—	—	108.0	— —	148,339	55,777	—	----
1 July, '61	60.0	—	----	----	---	---	----	New Brunswick and Canada	1,402,748	102,338	—	1,380,000	13,100	136,000	1,709,232	60.0	----	132,565	36,070	—	----
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	----	—	20	18	160	Nova Scotia	4,273,401	*	—	4,273,281	—	—	4,273,281	92.0	158,416	139,107	37,181	.	----
								NEW GRANADA.													
31 Dec 63	8..	—	—	—	11	22	120	Panama	5,000,000	*	[illegible]	5,000,000	75,000	—	[illegible]	48.7	-------	[illegible]	1,323,924	20	280

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares out-standing.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref.)	1,919,000	7	7	----
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1,340,400	6	—	61
Buffalo, N. Y. & Erie, (guarantied)	875,000	7	7	----
Camden & Atlantic (preferred)	620,800	7	—	15
Catawissa (preferred)	1,150,000	7	—	29¾
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	—	56
Chicago & Alton (preferred)	2,425,400	7	7	111
Chicago & Northwestern (pref.)	12,994,720	7	7	79¾
Cochecho (preferred)	177,750	8	—	----
Ct. & Passumpsic Rivers, (pref.)	1,[illegible]73,800	10	10	80¼
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,987,351	7	3½	75¼
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	—	----
Elmira & Williamsport (preferred)	500,000	---	—	44
Erie (preferred)	8,535,700	7	7	76
Hannibal & St. Joseph (preferred)	5,253,856	7	—	63
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	---	----
Lackawanna & Bloomsburg (pref.)	500,000	7	—	----
Marietta & Cincinnati (1st pref.)	6,205,475	7	3	35
" " (2d pref.)	3,819,772	7	3	20
Michigan S. & N. Indiana (guar.)	1,089,700	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,082,000	8	8	100
" " " (2d pref.)	1,014,000	7	7	90
Milwaukee & St. Paul (preferred)	2,400,000	7	—	63
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	—	----
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	8	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pittsfield & North Adams (guar.)	450,000	6	6	94
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	—	----
" " (preferred)	608,176	6	—	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	67
Toledo & Wabash (preferred)	984,700	7	7	68
Toledo, Peoria & Warsaw (1st pref.)	1,650,232	7	---	----
" " " (2d pref.)	908,422	7	---	----
Troy & Greenbush (guarantied)	274,400	6	6	48
Vermont & Canada, (guarantied)	1,600,000	8	8	102¾
Warren (guarantied)	1,408,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount out-standing.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1886	92½
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	—	18..	----
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	87½
Delaware & Hudson:					
Mortgage	641,000	6	M. & S.	1870	110
Delaware & Raritan:					
See Camden & Amb. RR.	----	--	----	----	----
Erie and Penn.:					
Bonds	673,799	7	J. & J.	1865	----
Interest Certificates	161,960	6	"	1868	----
Lehigh Navigation:					
1st Mortgage	414,157	6	Qrtrly.	1870	----
Six per cent. Loan	2,667,276	6	"	1884	91¾
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	92
2d Mortgage	295,750	6	----	----	90
Boat Loan	99,852	6	----	----	93
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	80
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	89¾
2d Mortgage	3,980,670	6	J. & J.	1882	80¾
Improvement	1,601,670	6	M. & N.	1876	88
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	62½
Preferred Interest b'ds.	227,569	6	" "	1878	24
Union, (Pa.)					
1st Mortgage	3,000,000	6	M. & N.	1883	22
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	90
Wyoming Valley.					
1st Mortgage	600,000	6	J. & J.	1878	85

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	—	95¼
Chesapeake and Ohio	100	8,226,595	—	----
Delaware Division	100	1,633,350	—	56½
Delaware and Hudson	100	10,000,000	10	155
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	64,000	—	----
Illinois and Michigan	----	----	---	----
Lehigh Navigation	50	6,091,700	10	55
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	10	87¼
" (preferred)	100	1,175,000	10	125¼
North Branch	100	----	—	----
Sault Ste Marie	100	----	---	----
Schuylkill Navigation (consolid.)	50	1,908,207	—	23
" " (preferred)	50	2,888,988	—	32¾
Susquehanna and Tide Water	50	2,048,260	—	13
Union	----	----	---	2
Union (preferred)	50	2,787,000	—	4¼
West Branch and Susquehanna	100	1,100,000	6	28¼
Wyoming Valley	50	750,000	16	54

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1 ....(cash) ....per ton	46 — @ 48 —
Pig, American, No. 1	46 — @ 48 —
Bar, Refined, English	91 — @100 —
Bar, Swedes, assorted sizes ..(in gold)	95 — @100 —
	—Store Prices.—
Bar, Swedes, assorted sizes	162 50 @ — —
Bar, English & American, Refined	112 50 @117 50
Bar, English & American, common	102 50 @107 50
Scroll, English	142 50 @170 —
Ovals and Half round	137 50 @147 50
Band, English	142 50 @ — —
Horse Shoe	137 50 @142 50
Rods, English	117 50 @172 50
Hoop, English,	147 50 @210 —
Nail Rod ....per lb.	— 9½@ — 10½
Sheet, Russia ....per lb.	— 20 @ — 22
Sheet, English, Single, Double and Treble	— 6¼@ — 8
Rails, English ..(gold) ....per ton	55 — @ — —
Rails, American	85 — @ 90 —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast ....(1st & 2d qlty.) ....per lb.	— 18 @ — 22½
English Spring ....(1st & 2d qlty.)	— 10½@ — 12
English Blister ....(1st & 2d qlty.)	— 11 @ — 19
English Machinery	— 13 @ — 14
German	— 13½@ — 14½
American, Blister	— 11½@ — 17
American, Cast, Hammered	— 19 @ — —
American, Cast, Rolled	— 12 @ — 15
American Spring	— 15 @ — —
American Machinery	— 13 @ — 14

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New ....(suits) ....per lb.	— — @ — 40
Sheathing, Yellow	— 20 @ — —
Pig, Chile	— — @ — —
Bolts	— — @ — 40
Braziers'	— — @ — 40
American Ingot ....(cash)	— 28½@ — 29½

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena ....per 100 lb.	— — @ — —
Spanish	— — @ 6 87½
German Refined	6 87½@ 7 —
English	7 — @ 7 12½
Bar ....per lb.	— — @ 10 —
Pipe and Sheet	— — @ 10 25

TIN—Duty: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 25 per cent. ad. val.

Banca ....(gold). per lb.	— 23¾@ — 24	
Straits ....(gold)	— 22 @ — 22½	
English ....(gold)	— 21¼@ — 21½	
	—Gold.—	—Currency.—
Plates, I.C. Charcoal.p. box.	9 12½@ 9 37½	12 50 @ 13 —
Plates, I. C. Coke	8 — @ 9 —	10 75 @ 12 50
Plates, Coke Terne	6 75 @ 7 —	9 50 @ 10 —
Plates, Charcoal Terne	9 — @ 9 25	12 25 @ 12 75

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d.@60d ....(cash) ....per 100 lb.	6 50 @ 6 75
Clinch ....(cash)	8 25 @ 8 50
Copper	— — @ — 48
Ausable Horse, Norway Iron, Forged	— — @ — 32
Zinc Nails ....(6 mos.)	— — @ — 20

PETROLEUM—Duty; Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40@47 gravity	— 20 @ — 20½
Refined, free L. S. to White	— — @ — 46½
Refi'd, in bond, prime L. S. to White	— 30 @ — 30½
Refi'd, in bond, Standard White	— 31 @ — —
Naptha, Refined (60@63 gravity)	— 24 @ — 25

New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 16.

	Th 10	F 11	Sat. 12	M 14	Tu. 15	W. 16
Atlantic M. S. S. Co.	107	106	109	----	112	109
At. & Gt. W. (O) 1st m't.	----	----	----	----	----	----
Buffalo, N. Y. & E., 1M.	----	----	----	----	----	----
California 7s	----	----	----	----	----	----
Canton Co.	----	45½	48	49½	----	49¾
Central Am. Transit	----	----	----	----	----	----
Chicago & Alton	110	----	109	109½	109	----
" " pref.	112	----	----	----	111	----
" " 1 M.	----	----	----	98½	----	98½
" " S. F.	----	----	----	----	----	----
" Inc. b'ds	----	92	----	----	----	----
Chicago, Burl. & Q.	130¼	----	----	151	----	----
" " " 8 p.c.	----	----	----	----	----	----
Chic. & Northwest'n	43	41½	43½	43½	43½	43½
" " pref.	80½	80⅝	81½	82	81½	81
" " 1st M.	----	----	----	----	88½	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	97	----	----	----	----
" " Consol	----	----	----	84	84	83¼
Chicago & Rock Isl.	102½	102¼	102⅜	102½	102	102¼
" '1st M. '70	----	----	----	----	----	----
Clev., Col. and Cin.	----	----	----	111	----	----
Clev. and Pittsburg	89¼	90½	91⅞	91¼	90⅞	91½
' ' 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	90½	----	----
" " 4 M.	----	----	----	----	----	----
Clev. and Toledo	----	123¼	125¼	125¼	----	125¾
" "S.F. 7 p.c.	----	----	----	----	----	----
Cumberland Coal, pref	90¼	90	----	88	93	91
Del. & Hudson Canal	155	154	----	----	147	155
Del., Lack. & West.	----	----	----	----	----	----
" "1M.8p.c.'71-5.	----	----	----	----	----	----
" "2M.8p.c.'81	----	----	----	101	----	----
Erie	64½	62⅞	64½	65¼	65⅞	65¾
" pref.	----	75	77	75½	75½	76
" 1 M. 7 p.c. '67	----	----	----	----	----	----
" 2 M. 7 p.c. '79	----	----	----	----	----	----
" 3 M. 7 p.c. '83	----	----	99½	----	----	----
' 4 M. 7 p.c. '80	----	----	----	----	----	----
" 5 M. 7 p.c. '88	----	----	----	----	----	----
Hudson River	130	131	131	128	125½	126
" scrip	----	----	----	----	----	----
" 1M.7p.c.'69	----	----	----	103	----	----
" 2M. S.F.	----	----	----	----	----	----
" 3M. 7p.c.'75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central	118½	119¼	119¼	120¼	120	121
" Can.bd.sc.	----	----	----	----	----	----
" bonds	----	----	----	----	----	----
Marietta & Cin. 1st pref.	----	35	35	----	----	----
" " 2d "	----	----	----	----	----	----
" " 1st mort.	----	----	----	----	----	----
Mariposa Mining Co.	13½	----	----	----	12½	12⅞
Michigan Central	----	107	107¼	107½	108	107½
" SF.8pc.'82	----	----	----	----	----	----
" conv.8p.c.'69	----	----	----	----	----	----
M. S. and N. I.	80½	79½	80⅞	80¼	80	80½
" " guar'd	----	----	----	----	----	----
" " 1M.S.F.	----	----	----	----	96	----
" " 2 M.	----	91	----	----	----	----
Mil. and P. du Chien	----	----	----	----	----	----
" 1st pref.	----	----	----	----	----	----
" " 2d pref.	----	----	----	----	----	----
" " 1st M.	----	----	----	----	----	----
Milw. and St Paul	44	----	----	47	----	----
" " pref.	60½	60½	62	63¼	----	63
" " 1st mort.	87½	----	88	----	----	88
" " 2d mort.	82	----	----	----	----	----
Miss. & Mo.	----	----	----	----	----	----
" L.G.bonds	----	----	----	----	----	----
Missouri 6s	95	94½	94	93½	93¼	93½
" iss. to H.&St.J.R.	----	----	----	80	----	79½
" " Pacific	----	----	----	94½	93½	----
New York Central	110	110½	110½	110	108¾	109¼
Real Estate	----	----	----	----	----	----
" "7s,S.F.'76	----	----	----	----	----	103
" "7s,conv.'76	----	----	----	----	----	----
" "6s, S.F.'83	----	----	94½	----	----	----
" "6s, S.F.'87	----	----	----	----	----	----
N. York & Harlem	----	----	----	----	----	----
" "pref."	----	----	----	----	----	----
" "1M.7p.c.'73	----	----	----	101	----	----
" "2M.7p.c.'64	----	----	----	----	----	----
" "3M.7p.c.'67	----	----	----	----	----	----
North Carolina 6s	----	73½	----	----	72½	----
" ex-coupon	----	54½	----	51⅝	54½	----
" new	----	54⅛	55	54½	54½	53½
Ohio & Miss. cer.	27	27	27⅝	27½	27	27½
" " pref.	----	----	----	----	----	----
Pacific Mail S.S. Co.	168½	170	169	168	167½	166½
Panama	----	260	----	261	----	----
Phila. and Reading	105½	105	105	104⅞	104½	104½
Pitts. Ft. W. & Chicago	102½	102½	103	103	102⅝	102⅝
" 1M.	----	----	----	----	----	----
" 2M.	95	----	----	----	----	----
" " 3M.	----	----	----	----	----	----
Quicksilver Mining Co.	----	42⅞	43½	43	43	42⅞
St. L., Alton & T. H.	----	----	----	----	----	38½
" " pref.	----	----	67	----	----	----
" " 1M.	----	----	91	----	----	----
' " 2M. pref.	----	----	----	----	----	----
" " Inc. b'ds	----	----	----	----	----	----
Tennessee 6s. 1890	----	----	----	----	----	----
" ex-coupon	----	----	----	66¼	65½	66⅞
" new	66	66	65¾	66	65¾	65¾
Tol. Wab. & Western	42	----	44	44	44	43⅞
" Pref.	----	----	----	----	----	----
' " 1M. ex.	94	----	----	93	----	----
" "2M.	----	----	----	----	77	----
" "Int. b'ds	----	----	----	----	----	----
Virginia 6s	----	----	58	----	50	59

New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 16.

	Th 10.	F.11	Sat.12	M.14.	Tu.15.	W.16
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg. 102	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	102¼	----	----	----
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s., coup.	99¾	99¾	----	99¾	99¾	----
U. S 5s, 10-40s, reg.	----	----	----	----	----	----
U. S. 6s, 1881, reg.	107¾	108¼	108¼	108¼	108	----
U. S. 6s, 1881, cou. 108	107¼	108¼	----	----	108	----
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " 1y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup. 128	----	----	----	----	----	----
U. S. 6s, 5-20s, c. 1862. 107	106¾	107¼	107¼	107¼	107¼	----
U. S. 6s, 5-20s, c. 1864	105¼	105⅝	105¾	----	----	----
U. S. 6s, 5-20s, c. 1865. 105¼	105	105¾	105¾	105¾	----	----
U. S. 6s, " reg. 106	----	104¾	104¾	----	----	----
7.30 Notes, 1st series. 104¼	104	104¼	104¼	104¼	----	----
" " 2d series. 104⅝	103¾	104¼	104¼	104¾	104¼	----
" " 3d series. 104	104	104¼	104¾	----	104¾	----
American Gold	----	----	----	135¼	----	----

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Jan. 15.

	W.9	Th.10	F.11.	Sat.12.	M.14.	Tu.15
Cattawissa	----	----	----	----	----	----
" preferred 32	31	31	31⅛	32	29¼	----
Camden & Amboy 131	131	130	----	130¼	----	----
" " 6s,'67	----	----	----	----	----	----
" " 6s,'70	----	----	----	----	----	----
" " 6s,'75	----	----	----	90¾	----	----
" " 6s,'83	----	92	----	----	----	----
" " 6s,'89	----	----	90	----	----	----
" mort. 6s,'89	----	95	95	95	----	----
Ches.& Del.Canal 6s '86	----	----	----	----	----	----
Del. Div. Canal 56¼	----	----	56¼	----	----	----
Elmira & W'msport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Lehigh Navigation 55	55	55	55	55¾	----	----
" " 6s, '84 91¼	91¼	91¾	----	----	----	----
Lehigh Valley R. R. 65¾	65¾	----	65¾	----	----	----
" " 6s	----	----	----	----	95¼	----
Little Schuylkill R. R.	32½	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Long Island	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Minehill	----	57	57	----	----	----
Morris Canal	----	----	----	88	87½	----
" " pref.	----	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	39½	----	----	----	----	----
" " 6s. 90	----	----	89½	----	89¾	----
" " 10s	116	----	116½	----	----	----
Northern Central	46	----	----	46	45½	----
Pennsylvania R. R. 56¾	----	56¾	----	56½	56½	----
" 1st m.	----	99¾	99½	----	----	----
" 2d m. 87½	97	----	----	----	----	----
Penn. State, 5s	92¾	----	95	----	----	----
" " 5s, coupon	----	----	----	----	----	----
" " 6s. W. L.	----	----	----	----	----	----
Philadelphia City, 6s 96	96	96	96½	96½	96½	----
" " new. 100¼	100¼	100	100¼	100¼	100	----
" " munc	----	100	100	----	----	----
Philad., Germ. & Nor.	----	62	62	----	63	----
Phila. & Reading 52	52¼	52	52¾	52½	52½	----
" " 6s, '86	----	----	----	----	----	----
" " 6s, '70	----	----	----	----	----	----
Philadelphia & Erie 31¾	32	31	31¼	31	----	----
" " 6s	----	----	----	----	----	----
Philad. & Sunbury, 7s 95	----	----	----	----	----	----
Schuylkill Navigation	----	----	23	----	----	----
" " pref. 33½	----	33¼	33½	----	33½	----
" " 6s '82	----	80½	----	----	80¾	----
" " 6s '76	----	----	----	----	----	----
" 6s '72	----	----	----	----	----	----
Susq. Canal 13¼	----	----	----	----	13⅝	----
" " 6s '78	63	----	----	----	62½	----
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	----	----	----	----	----	----
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Valley Canal	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hestonville, (Horse)	----	----	----	14¼	14¾	----
Chestnut & Wal. "	45	----	----	----	----	----
Green & Coates, "	----	----	----	----	----	----
2d and 3d streets, "	----	----	----	----	----	----
Spruce & Pine, " 30	----	30	30	30	30	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Jan. 15.

	W.9.	Th.10.	F.11.	Sat.12.	M.14.	Tu.15
Baltimore City 6s, 1875 97¼	97	----	----	98	----	----
" " 1886 96¼	----	----	----	----	----	----
" " 1870	----	----	----	----	----	----
" " 1890 97½	97½	97½	----	97½	97½	----
Balt. and Ohio	116	----	----	116¾	----	----
" " b'ds, '62	----	----	----	----	----	----
" " " '67	----	----	----	----	----	----
" " " '75	96	----	----	96	----	----
" " " '80	96	----	----	----	----	----
" " " '85 97¾	97¼	97¾	----	98	----	----
Northern Central	47½	----	----	47	----	----
" " b'ds, 1885	----	----	----	----	----	----
" " " 1900	----	----	----	----	----	----
City Passenger R. R.	18	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending Jan. 16.

	Th. 10.	F.11.	Sat.12.	M.14.	Tu.15.	W16
Boston and Lowell	----	115½	----	----	----	----
Boston and Maine	----	132	----	----	----	133
Boston and Providence	136	136	----	----	----	----
Boston and Worcest.	----	----	----	----	----	----
Cheshire, pref.	----	56½	56	----	----	----
Concord	----	----	----	----	----	----
Connecticut River 107	----	----	108	----	----	----
Eastern, Mass.	107¾	107¾	107½	107½	107½	----
Eastern, N. H.	----	----	----	106	----	----
Fitchburg	----	116½	116	----	116	----
Manchester & Lawr'ce	----	----	----	----	----	----
Michigan Central	----	----	----	----	----	----
Northern, N. H.	----	106	----	----	----	----
Old Colony & Newport 99¾	99½	99½	99	99	98½	----
Ph., Wil. & Baltimore 56	55¾	55¾	----	55½	55⅝	----
Portl'd, Saco & Ports.	----	----	101	101½	100	----
Vermont & Canada 101	----	----	100	----	100½	----
Vermont & Mass. 57¼	57½	----	----	58	----	----
Western 140	----	138½	135	----	136	----
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	----	----	93	93	----
Metropolitan " 53½	53½	53	----	----	----	----
Middlesex "	----	----	----	----	49	----
Central Mining Co.	----	----	----	----	----	----
Copper Falls "	43	42	45	45	46	----
Franklin " 36	32½	34½	----	36	----	----
Huron " 32¼	----	32½	33	33	31½	----
Isle Royale " 9	----	----	----	----	----	----
National "	----	----	----	----	----	----
Minnesota "	----	----	1¼	----	----	----
Pewabic " 24	----	24½	23½	----	24	----
Pittsburg "	44	44	44	44	----	----
Quincy " 36	50½	----	36	34	----	----
Rockland	8¼	8½	----	----	8	----

London Stock Exchange.

The following were the closing prices for American Securities on the 27th of December.

United States 5-20 yrs., 1882, 6 per cent	71½@ 72
Virginia State, 5 per cent	48 @ 50
Do., 6 per cent	41½@ 42½
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent	63 @ 68
Do. do., 2d mort., 1881	63 @ 68
Do. Pennsylvania, 1st mort., 1877	63 @ 68
Do. do., 2d mort., 1882	63 @ 68
Do., consolidated mortgage bonds, 1890	41 @ 41½
Erie shares, $100 (all paid), 8 p. c	45½@ 46½
Do., convertible bonds, 6 p. c	69 @ 70
Illinois Central 6 per cent, 1875	82 @ 84
Do. 7 per cent., 1875	70 @ 72
Do. $100 shares (all paid)	78½@ 79
Marietta and Cincinnati R. R. bonds, 7 p. c	68 @ 70
New York Central, $100 shares	— @ —
Panama Railroad, 2d mort., 1872, 7 p. c	101 @103
Pennsylvania R. R. bonds, 2d mort., con. 6 p. c.	87 @ 89
Do. $50 shares	32 @ 36
Phila. and Erie 1st mort., 1881, (guaranteed by Penn. R. R.)	74 @ 76
Do., with option to be paid in Philadelphia	— @ —

American Railroad Journal.

Saturday, January 19, 1867.

Stock Exchange and Money Market.

The legitimate movements in Money were disturbed early in the week under review, by the manipulations of the leading *bears* in Gold and Stocks, especially the former, which produced an artificial stringency in the market, by the sudden withdrawal of large sums from employment, and the locking up, for a day or two, of the funds thus abruptly called in, in harmony with the plans and arrangements of the operators against the ruling values. While the available supply was thus seriously diminished, accommodation was not granted to even the best borrowers at less than the full legal rate of seven per cent. on call; while less responsible parties had to pay as much as seven per cent. and a commission in currency, and even full seven per cent. in gold, for such aid as they urgently needed. The pinch was most severely felt on Wednesday evening, and through Thursday of last week. It did not last long, however. It involved too heavy an expense to its engineers, to be maintained for any great length of time. On Friday and Saturday the market begun to relax, on an increasing supply, and by Monday noon, the flurry was practically over. The local press was almost unanimous in its condemnation of the agencies by which the pinch was brought about and the market so violently agitated. Since Monday, the movements have been on a more stable basis, and favorable to borrowers for temporary use at the Stock Exchange and Gold Rooms at 7 per cent., and in the national security line of business, at 6@7 per cent. Discounts have been dull, though within a few days, there has been more call for strictly prime short date commercial paper at from 7@8 per cent. per annum. The only important drain of currency from this centre at present is in the direction of the South, whither remittances are being made in considerable sums to move to the seaboard the Cotton crop. This is rather advantageous than otherwise, as, apart from other considerations, by the free marketing of the great staple, exchange will be more abundant, and the inflation of the gold premium thus rendered more difficult. The last city bank statement has been favorably interpreted. The gain in the specie reserve offsett the loss in the legal tender reserve. There was no important change in the volume of deposits, or circulation. The loans were heavier, but this is partly accounted for by the fact that some of the strongest and most respectable of the banks toward the close of last week made extraordinary efforts to counteract the schemes of the operators against the market, by increasing the accommodation extended to their customers. The local bank return for the past week showed a decrease of $1,779,751 in legal tender reserve, and $15,956 in deposits, with an increase of $1,083,028 in the loan item, $1,818,685 in specie and $62,324 in circulation. The specie reserve of the banks is now $14,613,477, against $16,852,568 the same time last year. The city bank deposits are now $202,517,608, against $228,484,370 week ending Oct. 6, 1866, and $197,766,999 week ending Jan. 13, 1866. The legal tender reserve amounts to $63,246,370, against $73,019,957 same time last year. The circulation now stands at $32,825,103, against $19,162,917 same time last year. The loans are now $258,935,488 against $279,135,790 nine weeks ago, and $234,938,193 at this date last year. The Bank Exchanges at the Clearing House, through the past week, averaged $108,522,010 a day, against a daily average of $97,395,557 the preceding week; and $101,183,599 the week ending with Dec. 30. The current week's exchanges average about $104,200,000 a day.

The main changes in the Philadelphia Bank footings, last week, were as follows: Increase of loans, $216,164; decrease of legal tender reserve, $203,709; decrease of deposits, $284,606; decrease of specie, $343; and decrease of circulation, $8,243.

National Bank notes to the amount of $530 were issued last week, making the total issue to 1,663 banks thus far $300,755,901, against $282,555,440 at the close of the last fiscal year, June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $2,145,932, leaving, with the existing 1,650 banks, an actual circulation at this date, of $298,609,100. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $340,365,150; and for the public deposits, $38,903,950—making a total of $379,269,100. The Treasury Department, last week, redeemed and destroyed $360,800 of worn and mutilated fractional currency, and issued $271,000 worth of new.

The U. S. Sub-Treasury receipts, week ending with Jan. 12, were $22,989,315, including $1,944,-623 from customs duties; payments, $24,387,977; balance at the close of the week, $101,164,996, against $102,613,658 at the close of the preceding week. The business of the Office during the first two day of the current week, was as follows: Receipts on Monday, $2,609,234, and payments, $3,179,553; on Tuesday, receipts, $1,983,259; payments, $1,433,611. The balance at the close of business on Tuesday stood at $101,144,824, against $102,217,820 a week previous.

Government revenues have been more liberal in the form of customs, and less so, in the way of excises, during the past week. The excises are usually least prolific at this season of the year. Excises, last week, yielded about $3,459,140, against $6,955,298 the preceding week; customs at the port of New York, (in five business days) $1,944,623, and at the outports, about $650,000 (in coin) more, making the grand total income for the week equal about $7,025,000 in currency, against disbursements of only about $3,426,442 on account of the three leading executive departments. The total receipts of the National Treasury, from excises, since July 1, 1866, have been about $177,000,000, or at an average weekly rate of about $6,300,000, equal to a yearly aggregate of about $328,000,000, against the Department estimate of $285,000,000 for the whole of the current fiscal year, This is a very handsome revenue for a dull year, in a business way.

Gold has been moving upward during most of the week, especially since the practical defeat of the *bear* schemes against an easy Money Market on Thursday and Friday last. The lowest price was made on Friday the 11th inst., namely 132½; and the highest on Wednesday, the 16th inst., to wit, 137. The speculative demand has been increasing in volume. It has been stimulated by the exciting political rumors of the week from Washington, though far less apprehension has been awakened by these alarming rumors than might have been anticipated. The *short* sellers of last week have been eager buyers, within the past two or three days, mainly with a view to protecting their outstanding contracts. Many of the operators, who were recently conspicuous among the *bears* have changed sides, and begun to manipulate the market for a fresh upward movement. They calculate on deriving much aid in prosecuting their schemes from the Washington reports and rumors, many of which are undoubtedly fabricated in their interest. Readers of the public journals should be on their guard against all such mischievous attempts to impose on them. The latest dealings in gold on Wednesday brought the rate back to 135⅝. The customs inquiry has been much more liberal, since our last. Cash gold, or gold for immediate delivery, has been comparatively abundant, thus preventing as sharp an upward turn as might otherwise have been brought about by the *bull* clique manipulations. The total imports of specie from Europe, and other foreign ports since Jan. 1, 1867, have been $68,411. The customs demand for Gold last week, averaged $324,104 a day; thus far, this week, it has been equal to $414,867 a day, or equal to a weekly aggregate of $2,489,202. The arrivals of specie from Europe, Havana and other foreign ports, during the past week reached $56,-178, and from California, $874,764. The total customs revenue of the Government, in coin, at this port since July 1, 1866, has been $65,637,505, against $70,164,523 same time in the preceding fiscal year. The total receipts of California gold at this port since July 1, 1866, have been $26,-027,308, against $12,788,790 same time last year, showing an increase this year, of $13,238,518. The exports of specie from this port, last week, were $887,828. The total outflow of specie from the port, thus far in the current fiscal year has been $18,476,610, against $13,240,341 same time in the preceding year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $2,220,000, making the total coin interest disbursements through the Government office, since July 1, 1866, $31,741,463, against $27,927,-663 for the same time in the preceding fiscal year. The specie exports from San Francisco from Jan. 1, to Dec. 15, reached $43,200,000, against $43,850,000 same time in 1865.

Foreign exchanges have been in fair supply and demand, since our last, at a rather higher range of prices. Some considerable sums of Sterling have been made against exports of Five-twenties. Bankers' 60 day bills on London closed on Wednesday at 109⅛@109⅛, and on Paris to 5.16¼@5.13¾; sight bills on London to 110⅛@110⅜; and on Paris to 5.13¾@5.11¼. The offerings of produce bills have been fair since our last. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $4,256,658, making the total value of exports since July 1, 1866, $89,-579,677, against $115,973,286 same time in the preceding fiscal year.

Government securities have been in quite brisk demand, since our last, chiefly for home investment purposes, at in the main, firmer and buoyant prices. The coin bearing bonds were in most favor, especially the earlier and later issues of the Five-twenties. The sudden rise in gold on Wednesday, elicited a considerable foreign demand for the Five-twenties of 1862, which carried the price of this special issue of the funded obligations up fully ½ of one per cent. The advices from abroad are to the effect that the foreign markets for Five-twenties have been heavily oversold, and that nothing but the rumors of political troubles here prevents the price of the bonds from rallying very sharply. The foreign bankers here do not seem to be disturbed by these rumors, nor do they appear to have their confidence shaken in the national funds as a secure and lucrative investment. U. S. sixes of 1867 closed here on Wednesday at 128½@129; U. S sixes of 1868, at 128@128½; U. S. sixes of 1881, 108@108¼; U. S. Five-twenties of 1862 at 107⅞@108⅛; U. S. Five-twenties of 1865 at 105⅞@106⅛; U. S. Five-twenties of 1865, consolidated, 104¼@104½; U. S. Ten-forties at 99¾@100, and U.S. Seven-thirties at 104¼@104½. The brokers are buying the compound interest notes at the following rates, and selling at an advance of ¼@½ of 1 per cent. on these figures:

June, 1864	116⅝	May, 1865	111¼
July, 1864	116⅛	August, 1865	110½
August, 1864	115⅝	September, 1865	110¼
October, 1864	114⅝	October, 1865	110
December, 1864	113⅝		

The week's business in railway and miscellaneous share property has been of average magnitude, on a variable and somewhat feverish market. The worst dealings were those on Thursday and Friday of last week, and at the close of Wednesday of the current week. On Wednesday afternoon, the *bears* hammered the market vigorously, depressing prices 2@3 per cent., and creating a sort of panicky temper in the clique stocks.

General business has been reviving fitfully, since our last. The main improvement has been in the magnitude of the dealings in breadstuffs and provisions, which have been in more request, though at irregular and not very firm prices, partly for export, and partly on speculative account. Cotton has been sold and exported rather more freely, but the turn of the market has been against holders. Middling grades closed at 34@36 cents per lb., on a less active inquiry. The stock of cotton now here is estimated at about 175,000 bales. The receipts at the port this week, have averaged 4,300 bales a day. The receipts since the commencement of the current cotton year, Sept. 1, have been 178,-950 bales, against exports of 135,733 bales. The receipts at all the shipping ports from September 1, to latest mail dates have been 838,000 bales against 981,000 bales same time last year; exports, 352,000 bales, against 471,000 bales same time last year, estimated stock at latest dates, 540,000 bales, against 487,000 bales same time last year. A statement of the sugar trade of the United States has just been published, showing that the receipts into the country of foreign unrefined sugar for the year ending December 31, 1866, were 403,497 tons, and the consumption of this description was 383,178 tons, against receipts in 1865 of 362,243 tons, and consumption 345,800 tons. The total consumption of foreign and domestic cane sugar in 1866, was 391,678 tons, against total consumption in 1865, of 350,809 tons, being an increase of over 11⅝ per cent. An annual exhibit of the coffee trade of the United States, just given to the public, shows that the total receipts in the United States for the year ending Dec. 31, 1866, were 1,185,858 pkgs., weighing 163,671,798 lb., against receipts in 1865 of 862,341 pkgs., weighing 133,574,397 lb., and the total consumption in 1866, was 158,197,696 lb., against a consumption in 1865, of 128,146,356 lb., being an increase of 30,051,340 lb., or nearly 23½ per cent. Foreign merchandise has been in very moderate request, and without any improvement in price, though holders view the immediate future, rather more hopefully, especially for staple articles in the dry goods line. The total imports of foreign dry goods, last week, were $4,034,964, and the total amount marketed $1,994,381. The value of foreign merchandise imported last week, was $3,027,228—making the grand total specie value of last week's imports of dry goods and merchandise, $7,062,192, and since July 1, 1866, $137,995,224, against $148,951,386 same time in the preceding fiscal year. The ocean freight market is more active in the line of cotton, breadstuff, provision shipments, and rates are firm, with 538 vessels of all classes in port. For Liverpool we quote flour at 2s.@2s. 3d.per bbl.; grain at 4½@45½d. per bushel; cotton at ¼@5.16d. per lb.; and heavy goods at 10s.@20s. per ton, all by sailing vessel.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Dec. 31.	Jan. 9.	Jan. 16.
Consols	—	91	91⅛
U. S. 5-20's of 1862	—72¾	72⅞	72⅞
U.S. 5-20's of 1865	—71¾	71¾	71⅞
Erie	—46	45	45
Ill. Central	—80¼	81	81¼

The New York exports, exclusive of specie, for the week ending Jan. 15, and since the beginning of the year, compare as follows:

	1866.	1867.
For the week	$5,003,593	$4,256,658
Prev. reported	4,091,557	3,716,624
Since January 1	$9,095,150	$7,973,282

The New York imports for the week compare as follows:

	1866.	1867.
Dry goods	$4,897,258	$4,034,964
Gen. merchandise	1,969,930	3,027,228
Total for the week	$6,867,188	$7,062,192

The commerce of New York from July 1st to date compare as follows:

	1865–'66.	1866–'67.
Imports merchandise	$148,951,386	$137,995,224
Exports produce	115,973,286	89,579,677
Exports specie	13,280,454	18,433,610

The balance in the Sub-Treasury on Wednesday was $101,658,146 51.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Ohio 6s, 1881, 100; N. Y. State Bounty Loan, reg., 105¾; do., 6s, 1873, 99½; Brooklyn 6s, Park Loan, 90; do., Imp. Bonds, 90; do., Water Loan, 95; Chicago, Rock Island and Pacific 7s, 91; Great Western 2d mort., 69¾; Galena and Chicago 2d mort., 100; Morris and Essex 1st mort., 95½; do., 2d mort., 90; Indianapolis and Cincinnati, 86; Hannibal and St. Joseph, 57; New York and New Haven, 115; do., 6s, 95½; Chicago and Milwaukee, 80; South Am. Nav. and Marine R. R. Co., 117¾; Union Navigation, 108½; Adams' Exp. Co., 67; U. S. Exp., 65¾; Am. Express, 70; Maryland Anthracite Coal, 8; American Coal, 63; Butler Coal, 20½; Mariposa pref., 31; Manhattan Gas, 145; Western Union Telegraph, 46½; do., Russian Extension, 96½; Bank of Commerce, 113; Am. Ex. Bank, 115; Importers' and Traders' Bank, 113½; 4th National Bank, 105; East River Bank, 100; Central Bank, 111; Union Bank, 119; Continental Bank, 101½; Butchers' and Drovers' Bank, 125; Ocean Bank, 105; Mechanics' Bank, 115; Shoe and Leather Bank, 110; Phœnix Bank, 107; Almada Gold, 5.15; American Flag, 1.90; Atlantic and Pacific, 5.10; Albin, 1.50; Benton, 1.15; Boscobel Silver, 1.50; Bates and Baxter, 2; Consol. Gregory, 12.60; Corydon, 6.00; Crozier, 0.15; Des Moines, 1.75; Davidson Copper, 0.60; Downieville, 0.11; Gold Hill, 4.25; Gunnell, 1.40; Grass Valley, 0.95; Gilpin, 3.15; Hope, 0.80; Holman, 0.25; Kipp and Buell, 0.75; Keystone Silver, 0.09; La Crosse, 1.00; Liberty, 0.11; Long Island Peat, 5.00; Montana, 0.95; Mill Creek, 0.12; New York, 2.40; People's Gold and Silver, 2.25; Perry and People's, 0.10; Pah Ranegat Centre, 2.85; Rocky Mt., 2.25; Smith and Parmalee, 6.75; Texas, 0.50; Walkill Lead, 1.15; United Petroleum Farms, 0.10; Bennehoff Run, 0.10; Buchanan Farm, 0.20; Shade River, 0.02.

Philadelphia.—Belvidere Delaware bonds, 86; West Jersey R. R. 6s, 85; Connecting R.R. bonds, 93; Warren and Franklin 7s, 84½; Reading 6s, 1844–'80, 90; Allegheny 5s, 74; Union R. R., 41; 13th and 15th streets, R. R., 19; Camden and Amboy scrip, 46½; West Branch Canal bonds, 90; Delaware Division Canal bonds, 87½; St. Nicholas Coal, 1½; Shamokin, 4; New York and Middle, 4⅝; Wyoming Valley, 32½; Mechanics' Bank, 33; Philadelphia 152; Girard Bank, 56⅛; Pennsylvania Bank, 58; National Bank, 110; Central Bank, 122; Ocean Oil, 3; Maple Shade, 2⅛; McElheny, ¾; McKean, 0.05 The latest quotations are: City 6s, 96¼@96½; do., free of tax, 100@100⅛; State 5s, 93@93¾; do., coupon, 94@95; do., 6s, W. L., 101½@—; Phila., Wil. and Balt., 55½; Reading, 52⅛@52¼; do., 6s, 1870, 95@97; do., bonds, 90¼@91½; do., con., 105@—; Camden and Amboy, 130½@131; Penn. R. R., 56⅛@56⅜; do., 1st mort., 99@99½; do., 2d mort., 96¼@96½; Little Schuylkill R. R., 30@36; Morris Canal, 87@88; do., pref., 125@125½; do., bonds, 92@95; Wyoming Valley Canal, 52¼@52¾; do., 6s, 86@89; Susquehanna Canal, 13⅝@14; do., 6s, 66½@63; Sch. Nav., 23@23¼; do., pref., 33@33¼; do., 6s, 1882, 80@81; Union Canal bonds, 21@23; Delaware Div. Canal, 56½@57; do., bonds, 66@97½; Elmira and Williamsport, 29@31; do., pref., 40@44; do., 7s, 1873, 96½@100; do., 5s, 65@67; Lehigh Coal and Navigation, 54¾@55; do., bonds, 1884, 91⅛91⅜; North Pennsylvania, 36¼@37⅞; do., 6s, 89½@90¼; Philadelphia and Erie, 31@31⅛; do., 6s, 90@92; Minehill, 56@57; Catawissa, 29½@29¾; do., pref., 29⅝@29⅞; Lehigh Valley, 60@64; do., bonds, 96½@98; Fifth and Sixth streets, (horse,) —@45; Second and Third, 87¼@87½; West Philadelphia, 73@75; Spruce and Pine, 29¾@30; Green and Coates, 29¼@—; Chestnut and Walnut, 46@46¾; Thirteenth and Fifteenth, 18⅞@19; Girard College, 26@28; Tenth and Eleventh, 60@70; Union, 40@41½; Hestonville, 14⅝@14⅞.

Boston.—Eastern R. R. 6s, 1874, 97; Ogdensburg 1st mort., 100; Old Colony and Newport 6s, 1876, 97½; Central Pacific 7s, 1884, Gold, 94¾; Salem and Lowell R. R. 6s, 82¾; Conn. and Pass. Rivers R. R. 6s, 96¼; Fall River 5s, 1878, 89¾; Vermont Central 2d mort., 41; Rutland and Burlington 1st mort., 120; Boston, Hartford and Erie R. R., 10½; do., 7s, 40½; Ogdensburg and Lake Champlain, 71; do., pref., 102½; Sandusky, Dayton and Cincinnati old stock, 11; Everett Oil, 0.01; do., pref., 0.05; Indian Spring, 0.10; Pepper Well, 0.38; Crescent Petroleum, 0.05; Massachusetts and Oil Creek, 0.14; Farrar, 2; Excelsior, 0.25; Peck Gold, 0.20; Corydon Gold, 6.30; Renfrew Gold, 0.40; Quartz Hill Gold, 5; Excelsior Gold, 3; Montezuma Gold, 0.70; Lyman Gold, 0·75; Gunnell Gold, 1.70; Colorado Gold, 0.25; Montezuma bonds, 55; Summit Branch Coal, 10; Roaring Brook Coal, 39; Short Mt. Coal, 14; Harleigh Coal, 34; Mammoth Vein Coal, 1.75; Collins Coal, 5; Lackawanna Coal, 7.50; Vermont Iron, 0.05; Boston Water Power Co., 29; Cary Imp., 19¼; Adams Exp., 68; Boston Gas, 767½; Maine 6s, 1882, 99½; Massachusetts 6s, 1875, 111; do., 5s, 1894, 99½; Connecticut 6s, 1884, 100; Cook Co., Ills., 7s, 96¾; Portland 6s, 1870@1877, 96¾; St. Louis 6s, 1886, 86; Charlestown 6s, 1874, 100; Bath 6s, 1870@1891, 96¼; Bank of Redemption, 111½; Shoe and Leather Dealers Bank, 132½; Mercnants Bank, 121⅛; Bank of Commerce, 117; State Bank, 111½; Market Bank, 110½; North Bank, 113; Boyleston Bank, 136; Revere Bank, 135; Shawmut Bank, 120¼; Suffolk Bank, 117½; Old Boston Bank, 68¼; Washington Bank, 122; New England Bank, 128; Howard Bank, 107¼; Allouez Mining Co., 5½; Bay State, 9; Canada, 60c.; Concord, 3; Calumet, 75c.; Dana, 1⅛; Eagle River, 2⅛; Hancock, 11; Hanover, 1¼; Humbolt, 1½; Hungarian, 2½; Mesnard, 1½; Madison, 2; Petherick, 2; St. Clair, 1; Superior, 3⅞; Toltec, 1½; Winthrop, 1½.

Baltimore.—Virginia 6s, old, reg., 32; Virginia and Tennessee R. R. 8s, 80; Marietta and Cincinnati 1st mort., 88; N. W. Va., 18⅛; do., 1st mort., 93; Deep River Mining Co., 0.15; Maryland Anthracite Coal, 8½; Merchants' Bank, 15; Union Bank, 63; Farmers' and Planters' Bank, 31; Citizens Bank, 14¼; Franklin Bank 13; Bank of Baltimore, 102; 3d National Bank, 101½. The latest quotations are: Balt. and Ohio, 116¼@117¾; do., 6s, 1867, 98@100⅜; do., 1875, 98@98¼; do., 1880, 96@97; do., 1885, 98@98¼; Northern Central, 46½@47¾; do., bonds, 1885, 85¼@86; N. W. Va. 1st mort., 1873, 94@95; do., 2d mort., 90½@96; do., 3d mort., 17@17½; Marietta and Cincinnati 7s, 1891, 87½@88; Central Ohio, 25@—; do., 1st mort., 89@95; Western Md. bonds, 65@70; do., guar., —@95; Maryland 6s, coupon, 1870, 100@102; do.,Ins., 101@102; do., 1890, 100@102; Baltimore 6s, 1870, 95@97; do., 1873, 95@96; do., 1875, 97¾@97¾; do., 1886, 96@96; do., 1890, 97½@97¾; do., coupon, 100@100; Park, do., 97½@98; do., 1892, 98@98; do., 5s, 1838,–'70, 83@83; City Passenger R. R., 17@18; Canton Co., 34@50; Gardner, 0.80@0.95; Am. Gas Coal, 0.50@0.90; Maryland Anthracite Coal, 7⅝@7⅛; George's Creek, 100@101; Santa Clara, 3@5; Balt. Chrome, 0.50@0.40; Bare Hill, 0.35@0.45; Atlantic Coal, 0.60@0.95; Mineral Hill, 0.35@0.40; Baltimore Coal, 150@190.

Union Pacific Railroad.

George Ashmun of Massachusetts, Jesse L. Williams of Indiana, Charles T. Sherman of Ohio, T. J. Carter of Illinois, and S. Harbaugh of Pennsylvania, Government Directors of the Union Pacific Railroad, have prepared a report to the President, which states that there are three hundred and five miles of the road finished and in operation—trains running to a point a few miles west of the forks of the Great Platte river. This road is definitely located up the Lodge Pole creek to the foot of the Black Hills, then through "Evans' Pass" to the Laramie river, a further distance of near three hundred miles, which it is contemplated to build during the present year. This main line will pass about one hundred miles north of Denver, which place the company proposes to reach by a branch road. It is confidently expected that by the 1st of January next the locomotive will penetrate and cross the most difficult range of the Rocky Mountains, at an elevation of over 7,000 feet above tidewater, and reach the crossing of the Laramie river a distance of near six hundred miles from Omaha, the initial point on the Missouri river.

☞ Oliver Ames of Easton, Mass., has been elected President of the Union Pacific Railroad, to hold the office while General John A. Dix is absent as Minister to France.

Railroad Earnings.--Weekly.

The earnings of the Grand Trunk Railway of Canada for the week ending Jan. 5th, 1867, were $108,588 00
Corresponding week of previous year.. 100,087 00

Increase..... $8,501 00

The earnings of the Chicago and Rock Island Railroad for the 1st week in Jan., 1867, were..... $81,136 00
Corresponding week of previous year.. 76,129 00

Increase..... $5,007 00

The earnings of the Marietta and Cincinnati Railroad the 1st week in Jan., 1867 ... $24,856 00
Corresponding week previous year.... 22,130 00

Increase..... $2,726 00

The earnings of the Michigan Southern and Northern Indiana Road for the 1st week in Jan., 1867, were..... $ 67,047 00
Corresponding week of 1866 ..... 75,330 00

Decrease $8,283 00

The earnings of the Chicago and Northwestern Railway for the first week in Jan., 1867, were..... $168,684 44
Corresponding week of previous year.. 153,950 25

Increase..... $14,734 19

The earnings of the Western Union Railroad for the week ending Jan. 7, 1867 . ... $9,792 02
Corresponding week previous year.... 10,016 30

Decrease $224 28

The earnings of the Michigan Central Railroad for the 1st week in Jan., 1867, were... $75,113 33
Corresponding week of previous year.. 59,590 08

Increase..... $15,523 25

Railroad Earnings--Monthly.

The earnings of the Cleveland and Pittsburg Railroad for the month of Dec., 1866, were:

From freight $106,087 19
" passengers 50,089 59
" miscellaneous 5,250 00

$161,426 78

Dec., 1865:
Freight, passengers, etc 178,434 26

Decrease..... $17,007 48

The receipts of the European and North American Railway for the month of December, 1866, compared with the receipts of the corresponding month of the previous year are as follows:

	1866.	1865.
Passengers	$5,037 87	$4,976 21
Freight.....	6,902 69	5,785 52
Mails and sundries.....	501 71	508 00
	$12,442 27	$11,260 73

Increase over Dec. 1865, $1,172 54.

Railways of Great Britain, 1865.

The document annually issued by the Board of Trade, which gives returns of accidents, traffic, working expenditure, and capital concerning the railways of the United Kingdom, has just been published. From this we learn that in 1843 there were 2,036 miles of railway open in the United Kingdom; in 1856 the number of miles open was 8,635; in 1864 there were 12,789 miles open; at the end of 1865 there were 7,503 miles of double, 5,786 miles of single line, or in all 13,289 miles of railway open in the United Kingdom, or 500 miles more than in 1864. In 1846 the railways of the whole world only aggregated 2,769 miles.

Turning now to the traffic, we find that in the year ending December 31st, 1865, there were 3,448,509 passenger trains run, 2,108,198 goods trains, or 5,556,707 trains in all, being 586,738 trains in excess of the number in 1864. These trains ran in the aggregate 139,527,127 miles, being 10,396,184 more than was run in 1864. The miles run by trains in the United Kingdom in 1865 were about 5,613 times the mean circumference of the earth! The passenger trains conveyed 251,862,715 persons, exclusive of 91,147 season-ticket holders. The increase of passengers was 22,590,550, as compared with 1864, and the increase of season-ticket holders 20,648. In addition the passenger trains carried 59,299 carriages, 253,550 horses, and 396,097 dogs—each of these items being a decrease as compared with the previous year. The goods trains conveyed in the year 2,769,880 head of cattle, 9,336,411 sheep, and 2,424,696 pigs. Of coal, coke, and other minerals, they carried 77,805,786 tons, and of general merchandise, 36,787,638 tons. The cattle carried were fewer in number than in 1864, but the other items last named show a considerable increase. The gross receipts from passenger traffic, including mails (£567,865) for the United Kingdom, were in 1865, £16,572,051; from goods traffic £19,318,062, or together £35,800,113, being an increase of £1,874,549, as compared with 1864. The increased receipts were:—For England and Wales, £1,498,662; Scotland, £220,432; and Ireland, £155,455. In 1848 the receipts from passenger traffic amounted to £5,720,382, and from goods, cattle, minerals, &c., to £4,213,169.

The working expenditure shows an increase, both absolute and comparative, for 1865, as compared with 1864. Maintenance of way cost £3,140,718; locomotive power, including stationary engines, £4,712,262; repairs and renewals of carriages and wagons, £1,514,165; traffic charges (coaching and merchandise), £4,911,031; rates and taxes, £672,714; Government duty, £451,919; compensation for personal injury, £333,533; comcompensation for damage and loss of goods, £115,792; legal and Parliamentary expenses, £247,167; miscellaneous working expenditure—a convenient heading and a heavy amount—£1,049,772. Total working expenses, £17,149,073, or 48 per cent. of the gross receipts. The comparative increase in working expenses for the year is £1,148,765. The working expenditure in 1864 was 47 per cent. of the receipts. The working expenses, which include, as may be seen, Parliamentary contests—a costly item--have been greatly increased during the last twenty years. In 1845, the percentage of working expenses on traffic of four large companies, having metropolitan termini, was respectively, 34.49, 38.88, 28.11, and 32.46. The working expenditure of the same four companies were in 1865, 52, 51, 52, and 57 per cent. upon the respective receipts. The passenger traffic furnishes 46.17 per cent., and the goods traffic 53.83 per cent. of the gross receipts, as for the United Kingdom. In England and Wales the proportions are:—Passenger, 46.34, and goods, 53.66; Scotland, passenger, 37.88, goods, 62.12; Ireland, passenger, 62.22, goods, 37.78 per cent. As regards the numbers of the respective classes of passengers carried, the third class continue to take precedence both in numbers carried and money paid. The proportion as regards numbers are:—First class, 11.72 per cent.; second, 28.13 per cent.; and third class, 60.15 per cent. Their respective contributions to revenue are:—First class 25.81 per cent.; second class, 32.28 per cent.; third class, 38.81 per cent.; and season-ticket holders, 3.10 per cent. The third class passengers increase proportionately. Moreover, the first class were in 1865 more by 7.08 per cent., the second class, 8.60 per cent., and the third class 11.09 per cent. above the respective numbers in 1864. The greatest proportionate increase in the receipts has been from the season-ticket holders. First class passengers have yielded as increased revenue 5.79, second class 4.36, third class 6.93, and season-ticket holders 15.58 per cent. each class respectively. The proportions of the passengers using the different classes of carriages in the different divisions of the United Kingdom is curious and suggestive. In England and Wales the first class passengers are (sinking the decimals) 11 per cent., in Scotland 12, and in Ireland 12; second class, England 29, Scotland 10, Ireland 29; third class, England 58, Scotland 76, Ireland 56; from which it is evident that Scotsmen get in mileage the best bargain for their bawbees. The increase in numbers of the several classes of passengers was for the year:—First-class, 1,961,790; second, 5,514,072; third-class, 15,114,072.

In rolling stock the companies had at December 31st, 1865, 7,414 locomotives, 17,997 passenger-carriages, 220,304 coal, cattle, and goods-wagons and 12,956 trucks and wagons of other sorts, being a total a 258,671 engines, carriages, and wagons—an increase of 15,051 as compared with 1864. Made up in a continuous train, buffer to buffer, the rolling stock of the companies in the United Kingdom would extend to above 1,000 miles.

At December 31st, 1865, the authorized capital of the companies in the United Kingdom amounted to £576,291,663, of which the proportions were:—By shares, £432,889,225; loans, £143,402,418. The paid up capital at the same date amounted to—In ordinary capital, £219,598,195; preferential capital, £124,263,475; debenture stock or funded debt, £13,795,375; a total, £357,657,046; with debenture loans outstanding on the 31st December, 1865, of £97,821,097; or a grand total paid up of £455,478,143. The amount authorized to be subscribed to other undertakings is £11,603,481, and the amount actually subscribed to such undertakings £11,089,084. The increase in the authorized capital of the companies at the end of 1865 as compared with 1864, is £55,769,329; and the increase in the paid-up capital of the later year, as compared with the former, £29,758,530. The additional capital paid up in 1855 was £11,516,000; in 1860, £13,767,000; and in 1864, £21,268,000. Of this there was raised in loans and debentures, in 1855, £4,501,000; in 1860, £3,218,000; in 1864, £3,958,000. At the end of 1865 the increased debenture stock and funded debt, £745,834, added to the excess in the amount of debenture loans outstanding, £4,745,705, give together £5,491,539. In 1855 the companies were indebted in loans, or upon the security of debentures, in the sum of £75,161,000; in 1860, £89,464,000; in 1864, £106,080,000; at the end of 1865 the debenture stock and funded debt, with the debenture loans outstanding, amounted to £111,616,472. The amount in ordinary and pre-

ferential shares at the same periods were:—In 1855, ordinary shares, £169,605,000; preferential, £52,818,000; in 1860, ordinary, £190,791,000; preferential, £67,874,000; in 1864, ordinary, £214,755,000; preferential, £104,648,000; in 1865, ordinary, £219,598,196; and preferential, £124,263,475.

New York Canals.

We give below, from the Report of the Auditor of the Canal Department, a brief and general statement of the operations of the State Treasury, embracing the canal funds:

Receipts during the fiscal year ending September 30, 1866, including the balance of the year	$10,627,273 03
Payments for the year	5,742,638 91
Balance in the Treasury September 30, 1866	$4,884,634 12

ANNUAL REVENUES.

Receipts from canal tolls, rents of surplus waters, interest on current canal revenues and miscellaneous receipts	$4,309,746 12
Payments on account of "Superintendence, collection and ordinary repairs"	1,434,989 73
"Surplus revenues" carried to credit of sinking funds	$2,874,756 39

CANAL DEBT SINKING FUNDS.

Amount of under section 1, article 7	$1,531,611 16
Do. do. sec. 3, article 7	1,660,679 64
Do. do. sec. 12, article 7	406,662 43
	$3,598,953 23
Deduct one year's interest on debt	1,035,330 00
Balance applicable to payment principal	$2,563,623 23

CANAL STOCK DEBT.

On the 30th of September, 1866, the canal stock debt bearing interest was	$17,966,600 00
After applying the above balance	2,563,623 23
The remainder of the principal will be	$15,402,976 77

This would show a reduction in the debt of over $11,500,000 in six years, besides paying nearly $8,000,000 interest.

CANAL REPAIR TRUST FUND.

1865, Sept. 30, principal and accrued interest of the fund was	$115,973 06
Increase of the fund during the year	51,680 20
	$167,653 26
Diminution of the fund during the year	33,490 64
1866, Sept. 30, principal and interest of fund invested	$134,162 62

CANAL FUNDS IN DEPOSIT.

1866, Sept. 30, amount deposited in banks available	$4,062,075 52
Do. do. unavailable	73,852 89
Insolvent banks, repair trust fund	134,162 62
Total available and unavailable and in trust	$4,270,091 03

There was appropriated on account of repairs for the fiscal year ending on the 30th Sept. last:

For the Eastern Division	$484,757 00
For the Middle Division	413,095 00
For the Western Division	319,748 00
Appropriated to all the Divisions	$1,217,600 00
Required to pay repair contractors	513,215 70
Amount of appropriations over contracts	$704,384 30

This excess of appropriation has been expended in the repairs of breaks in the canals; to work outside of and excepted out of the repair contracts, and to ordinary repair work ordered by the Legislature.

The amounts expended in the repairs of breaks and breaches in the canals the two last fiscal years, caused mainly by the floods in March, 1865, have been as follows:

On the Eastern Division	$53,511 52
On the Middle Division	301,752 32
On the Western Division	326,463 68
	$681,727 52
The existing canal stock debt, including the interest to the date of maturity, is given at	$22,773,297 50
Estimated amount of the general fund debt of 1846, with three years' contribution of $350,000 per annum	7,050,000 00
Due to the Treasury for moneys advanced therefrom, and for taxes levied for canal purposes, with interest from the date of payment to the first of October last	16,469,958 11
	$46,293,255 61

To meet this formidable presentation, the Auditor exhibits a table which shows the aggregate of the "surplus canal revenues" the last seven years have reached $20,436,868 26, an average of nearly three millions of dollars a year. The Auditor estimates that the canal debt of 1846 will be paid off and provided for by the first of October, 1868, and that within four and a half years thereafter the general fund debt chargeable upon the tolls will be out of the way, if in the meantime we can retain the Western trade.

The report then presents several carefully compiled tables, which show beyond a doubt or question that the canal tolls arising from the internal traffic of the State would not, during the six years preceding the last, have paid the interest on the canal debt, and paid the ordinary repairs and maintenance into four millions of dollars. The report also shows our surplus during that period have been mainly drawn from the transit of western traffic from Buffalo to tide water on the Erie Canal.

The Auditor asks if we are now secure against the division and loss of this trade, and presents facts and arguments to show why, in his judgment, we cannot retain it with our canals as they now are; but hopes when the contemplated improvement is completed, we may have the ability to maintain a respectable competition with all the world, if we can use steam on the Erie Canal. The report suggests that we shall have no difficulty in our way for three or four years to come in so managing our canal finances, without imposing additional burthens upon the people, that we can then bring down our rates of toll to secure a net revenue of $2,650,000, and after the general fund debt is paid then to $2,500,000, which will be an ample sinking fund to take care of the existing canal debt and any new debt the convention of 1867 may think it expedient to authorize, if any. In this view of the question the report does not look for a payment to the Treasury now chargeable upon the canal revenues until after all the canal stock debt is paid.

These suggestions of the report are only made in anticipation of future action by the Legislature and the State Constitutional Convention in 1867.

Erie Railway.

The earnings of the Erie Railway and Buffalo Division for the month of Dec., 1866, were:

Erie Railway	$980,318 81	
Buffalo Division	63,714 26	$1,044,033 07
Dec., 1865—		
Erie Railway	$1,429,765 17	
Buffalo Division	95,151 45	1,524,916 62
Decrease on Erie Railway and Buffalo Division		$480,883 55

The earnings of the Erie Railway (including the Buffalo Division) for each month of the fiscal years 1865 and 1866, have been as follows:

	1865.	1366.		
January	$1,070,890	$1,187,188	Inc.	$116,298
February	1,011,735	983,855	Dec.	27,880
March	1,331,124	1,070,434	Dec.	260,690
April	1,538,313	1,153,295	Dec.	385,018
May	1,425,120	1,101,668	Dec.	323,452
June	1,252,370	1,243,143	Dec.	9,227
July	1,274,558	1,203,462	Dec.	71,096
August	1,418,742	1,290,330	Dec.	128,412
September	1,435,285	1,411,347	Dec.	23,938
October	1,580,317	1,480,251	Dec.	100,066
November	1,637,592	1,417,327	Dec.	220,265
December	1,524,917	1,044,033	Dec.	480,884
	$16,501,063	$14,586,333	Dec.	$1,914,730

Debt of Illinois.

The public debt of the State of Illinois, on the 30th of November, 1866, was $8,638,252 21—a reduction in the past two years of $1,264,020 63, not including interest, which amounted to $1,995,609 12. The receipts during the two years, with the balance on hand at the date of the last report, have been as follows:

Revenue fund	$1,355,052 69
State debt fund	1,995,609 12
Interest fund	1,848,003 89
School fund	338,809 46
Illinois Central Railroad fund	1,136,318 70
Delinquent land tax fund	331 06
Unknown and miner heirs' fund	1,445 11
Hancock County interest fund	9,465 76
	$6,685,035 79

The expenditures were:

Revenue fund	$1,238,629 18	
State debt fund	1,264,020 63	
Interest fund	1,310,455 42	
School fund	297,076 64	
Illinois Central Railroad fund	1,102,436 54	
Unknown and minor heirs' fund	295 26	
Hancock County interest fund	8,950 76	
		5,271,864 43
Balance in the Treasury		$1,413,171 36

The funds now on hand which may be applied to the payment of the State debt would further reduce it to about $7,500,000.

The following table shows the movements of the State debt for the last six years, giving the amount due on the 1st of December biennially:

1860	$10,277,161 36	1864	$9,902,272 84
1862	12,327,161 36	1866	8,638,252 21

To accomplish the reduction of the State debt which has taken place within the last four years, no increase of taxation has been necessary. At the present rate of valuation, the Treasurer estimates that the two-mill tax would be sufficient to pay the State debt within 10 years. With the seven per cent. upon the earnings of the Illinois Central Railroad added, the last dollar of indebtedness can be met by the 1st of January, 1874.

If the appropriations of the present Legislature should equal those of the last, it is estimated that there will be a deficit in the revenue fund for the next two years of $550,000, which will have to be supplied by increased taxation or otherwise.

In view of the inequality of the burden of taxation resting on the people in different parts of the State, resulting from variation in the estimates of the value of real and personal property by assessors, the Treasurer revives the recommendation, already made, for the creation of a Board of Equalization of Assessments, whose duty it shall be, not only to equalize the assessments between the different counties, but also to so increase or decrease the valuation that the present rate of taxation will meet all the current expenses of the State Government.

Interest and Dividends.

The Cleveland, Columbus and Cincinnati Railroad Company have declared a dividend of four per cent., free of Government Tax, payable February 1.

The Illinois Central Railroad Company have declared a dividend of 5 per cent. in cash, free of Government tax, payable February 1.

The Milwaukee and Prairie du Chien Railway Company have declared an annual dividend of eight per cent. on the First Preferred Stock, and seven per cent. on the Second Preferred Stock, less government tax in both cases, payable on and after February 1st, 1867.

The North Pennsylvania Railroad Company have declared a dividend of five per cent. out of the net earnings, in scrip bearing no interest, and convertible into the seven per cent. mortgage bonds of the company, in sums of Five Hundred Dollars, on and after May 1st, 1867, on presentation at the office of the company. The scrip so issued will be delivered to the stockholders or their legal representatives on and after February 1st next.

The Central Railroad Company of New Jersey have declared a quarterly dividend of 2½ per cent., free of Government tax, payable Jan. 21.

The Delaware and Hudson Canal Company have declared a dividend of 8 per cent., free of government tax, payable February 1.

The Connecticut and Passumpsic Rivers Railroad Co. have declared a semi-annual dividend of 3 per cent. on their preferred stock, payable Jan. 21.

Atlantic and Great Western Railway.

At the annual meeting of the stockholders of this company, held at Meadville, Pa., on the 8th inst., the following Board of Directors was elected to serve during the ensuing year: S. S. L'Hommedieu, Cincinnati, O.; J. J. Shyrock, Hon. G. Church, Hon. John M. Dick, Wm. Thorp, Meadville, Pa.; Samuel L'Hommedieu, R. H. Burdell, B. Vanderpool, John Gardner, New York; C. E. E. Blakeslee, Kent, O.; R. M. N. Taylor, W. Cleveland, O.; J. Riblet, Galion, O; E. P. Brainerd, Ravena, O.; John Howard, Dayton, O.; Hon. John Sherman, Mansfield, O.; Chas. Day, Henry Martin, and Goe. R. Babcock, Buffalo, N. Y.; A. J. Allen, Jamestown, N. Y.

At a subsequent meeting of the directors the the following officers were chosen: President, S. S. L'Hommedieu; Vice-President, J. J. Shyrock; Secretary and Auditor, J. C. Calhoun; Treasurer, J. M. Dick; General Superintendent, D. McLaren; General Freight Agent, J. M. Osborn; General Ticket Agent, E. F. Fuller.

Anthracite Product of Pennsylvania.

The quantity of anthracite forwarded to market, by rail and canal, from the several mining districts in 1866 and 1865, was as follows, to wit:

	1866. Tons. cwt.	1865. Tons. cwt.
Phila. & Reading R.R.	3,714,684 07	3,090,813 14
Deduct bituminous ..	289,271 00	277,638 00
Total anthracite	3,425,413 07	2,813,175 14
Schuylkill Canal.	1,296,356 15	1,022,740 09
Lehigh Valley R. R...	1,730,474 12	1,402,276 16
Lehigh Canal	1,066,302 17	888,784 05
Del., Lack. & W. R.R.	1,516,390 15	1,007,073 16
Del. & Hudson Canal.	1,391,674 07	812,094 08
Penna. Coal Co.....	535,384 18	577,471 06
Total of seven lines..	10,961,997 11	8,523,616 14
Wyoming Val. Canal.	465,879 00	329,124 00
North Branch Canal .	107,197 00	28,957 00
Shamokin Val. R. R..	557,160 15	457,161 17
Treverton R. R.....	51,500 00	29,500 00
Lykens Valley R. R..	219,913 07	136,500 00
Lac. & Bloomsb'g R.R.	400,000 00	360,807 00
Local consumption in coal fields.....	500,000 00	500,000 00
Agg. of anth. territ'y.	13,263,647 13	10,365,666 11

—*U. S. R. R. & Mining Register.*

Railroad in Southern California.

Another scheme for building a railroad through Southern California has been originated in Sacramento. The *Union* of that city says it is meant to accommodate the tier of counties lying back of the line of the Southern Pacific, and will run from Sacramento to Fort Miller, in Fresno county, in nearly a straight line, one hundred and forty miles, through the counties of Sacramento, San Joaquin and Calaveras, thence to Fort Yuma or some other eligible point on the Colorado which may be designated by the company connecting from the East. The total length of a railroad on this route would be six hundred miles. It would run through some of the best agricultural districts in the state, and in the vicinity of districts rich in mineral wealth.

☞ The first train passed over the St. Stephen Branch railway on the 2d inst. There were several through passengers for Woodstock, who took the up train of the New Brunswick and Canada Railway for Richmond Station. On the same day several gentlemen made the through trip from St. Andrews to St. Stephen by rail, among whom was the manager of the New Brunswick and Canada Railway.

BURNSIDE & POTTER,

RAILROAD & COMMISSION OFFICE,

No. 26 Exchange Place,

NEW YORK.

AMBROSE E. BURNESIDE. ROBERT B. POTTER.

OFFICE ILLINOIS CENTRAL RAILROAD COMPANY, January 15, 1867.

AT a MEETING of the Board of Directors of this Company, held this day, it was Resolved, That a DIVIDEND of FIVE PER CENT. in cash, free of Government Tax, be paid on the first day of February next to the holders of the full-paid shares registered on the nineteenth day of January instant, and that the Transfer Books be closed on the said nineteenth day of January, and opened on the sixth day of February.

THOMAS E. WALKER, Treasurer.

THE ATLANTIC BRIDGE WORKS,

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Bridge and Roof Builders,

Are prepared with all the necessary machinery and an experienced corps of assistants, to sink **Hollow Piles** and **Coffer Dams** by the **pneumatic process** for the foundations of Bridges, Docks, Sea Walls, Light Houses, or other marine constructions.

By the use of new patented machinery they are able to perform work of this character with much greater rapidity than has been possible heretofore, and at reduced cost.

Parties in the Western States may apply to Gen. Wm. S. Smith, care of Boomer, Boyington & Co., No. 14 Dearborn St., Chicago, Illinois.

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BARSTOW, EDEY & CO.,

BANKERS and BROKERS

HAVE REMOVED FROM

No. 30 to No. 36 Broad Street.

OFFICE NO. 16.

TO RAILROAD CONTRACTORS.

LOUISVILLE, CINCINNATI AND LEXINGTON RAILROAD OFFICE, LOUISVILLE, KY., December 24, 1866.

SEALED PROPOSALS will be received at this office, on the 31st January, 1867, for the Graduation and Masonry of over seventy (70) miles, (in mile sections), of the Cincinnati Branch of this railroad.

The work is of an unusually desirable character for good contractors, the line accessible by steamboat and turnpike, and the country full of supplies.

Profiles will be ready for examination on and after 15th January.

Payments for work done will be made monthly in cash and with the usual reservation.

References will be required from contractors not personally known and the company reserve the right to reject any bids not deemed to their interest.

I. M. ST. JOHN, Chief Engineer.

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THE UNITED STATES

STEEL PEN WORKS,

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Steel Pen Manufacturing

COMPANY,

WAREHOUSES, 51 JOHN STREET, N. Y. CAMDEN, NEW JERSEY.

Samples and prices on application. Lots made to order of any pattern or stamp required.

CAUTION.

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Sole Agents.

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WATCHES.

THE AMERICAN WATCH COMPANY, of Waltham, Massachusetts, request us to publish the following letters, recently received, recommendatory of Waltham Watches for railway use. The Pennsylvania Railroad Company have for several years furnished to their employees watches specially made for them by the Waltham Company, and it is this class of watches the Superintendent, Mr. Williams, refers to. Similar watches (in strong silver or gold cases, with plate-glass crystals) we are prepared to supply, named and engraved to order; and of them, as being most suitable for the use of Engineers, Conductors, Station-Masters, of Expressmen and Messengers, the Company give the most ample guarantee. It is a remarkable fact that Railroad Companies using our watches suffer much less from collisions and similar accidents than any others.

Any of the grades of Waltham watches may be purchased of Watch Dealers generally throughout the country.

ROBBINS & APPLETON,
182 Broadway, New York.
ROBBINS, APPLETON & CO.,
153 Washington Street, Boston.

—o—

PENNSYLVANIA RAILROAD CO.
OFFICE OF THE GENERAL SUPERINTENDENT,
ALTOONA, PA., 15th Dec., 1866.

GENTLEMEN,—The Watches manufactured by you have been in use on this Railroad for several years by our Enginemen, to whom we furnish watches as part of our equipment. There are now some three hundred of them carried on our line, and we consider them good and reliable timekeepers. Indeed, I have great satisfaction in saying your watches give us less trouble, and have worn and do wear much longer without repairs, than any watches we have ever had in use on this road. As you are aware, we formerly trusted to those of English manufacture, of acknowledged good reputation, but as a class they never kept time as correctly, nor have they done as good service as yours.

In these statements I am sustained by my predecessor, Mr. Lewis, whose experience extended over a series of years. Respectfully,

EDWARD H. WILLIAMS,
General Superintendent.
AMERICAN WATCH COMPANY, Waltham.

—o—

NEW YORK CENTRAL RAILROAD.
LOCOMOTIVE DEPARTMENT, WEST. DIVISION,
ROCHESTER, Dec. 24, 1866.

GENTLEMEN,—I have no hesitation in saying that I believe the great majority of Locomotive Engineers have found by experience that Waltham Watches are the most satisfactory of any for their uses. They run with the greatest accuracy and steadiness, notwithstanding the rough riding of an engine, and as I have never known one to wear out, they must be durable. I hope to see the time when Railway Companies will generally adopt your watches, and furnish them to all Engineers and Conductors. In my opinion it would greatly tend to promote regularity and safety.

Yours respectfully,
CHARLES WILSON, G. Chief Engineer,
Brotherhood of Locomotive Engineers.
AMERICAN WATCH CO., Waltham, Mass.

THE ATLANTIC BRIDGE WORKS,
Office, No. 157 Broadway, New York.
POST, McCALLUM & CO.,
BRIDGE AND ROOF BUILDERS,

Are prepared to build in any part of America, their superior plan of **Railroad** and **Highway Bridges,** either wholly of **iron,** or of **iron** and **wood** combined, and of any desired span.

These Bridges possess **greater strength** and **stiffness** in proportion to the quantity of material, than can be obtained by any other plan in use, and therefore are the most economical.

Roofs of any length and width erected on this plan, combining great strength with lightness and economy of construction.

S. S. POST. D. C. MCCALLUM. A. J. POST. A. ANDERSON.

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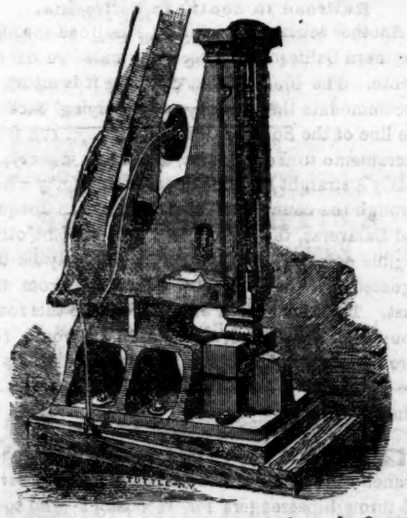
COMMISSION MERCHANTS
FOR THE SUPPLY OF
Railroad Iron, Locomotives, Cars, Chairs, Spikes, and R. R. Material
OF EVERY DESCRIPTION
No. 58 Beaver St., New York.
Proprietors KASSON'S LOCOMOTIVE EXPRESS.

AIR SPRING
FORGING HAMMER.



This Hammer has been in practical use for 2 years, during which time over 100 have been sold and given satisfaction.

It is simple in construction, not liable to get out of order, strikes a square Elastic Blow, and for the amount of work it will do requires less power than any other Hammer.

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" " Sweden	58,184
" " Center Co., Pa	59,400
" " McIntyre, Essex Co., N. Y	59,962
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" " Lancaster Co., Pa	58,661
" " Russia	76,069
" " **C. R. Lake Superior**	**89,582**

Extract from Letter of Engineer-in Chief "MARTIN" to the Secretary of the U. S. Navy.

OFFICE OF ENGINEER-IN-CHIEF, Washington, Sept. 12, 1855.

* * * * A piece was drawn down to 1¼ inch diameter, (round,) made into a chain link, tested in the chain-proving machine, and broke at 169,120 pounds.

(Signed,) D. B. MARTIN, Engineer-in-Chief.

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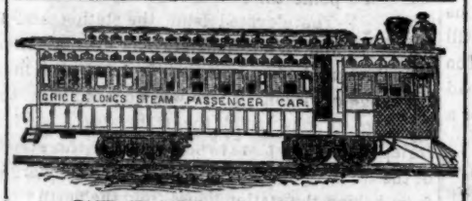

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